

For restricted circulation

COMMITTEE
ON
TRANSPORT POLICY AND COORDINATION

REPORT
ON
THE GOODS ROAD TRANSPORT SURVEY 1959-60



GOVERNMENT OF INDIA
PLANNING COMMISSION.
NEW DELHI
August 1961
August — 1961

Report
on
The Goods Road Transport Survey (1959-60)

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I. INTRODUCTION

Aim of the Survey

As the available basic operational data in respect of Goods Road Transport Industry were very inadequate, the Committee on Transport Policy and Co-ordination decided to undertake factual sample surveys on selected routes to study the nature and volume of goods traffic carried by road transport in some detail. The aim of the survey was to make a factual assessment of the extent of competition between railways and road transport on selected sections. The Railway Board suggested the following six routes for the purpose of this survey:-

- i) Amritsar-Delhi-Lanpur;
- ii) Calcutta-Patna;
- iii) Bombay-Bangalore;
- iv) Madras-Bangalore;
- v) Calcutta-Rajnagar; and
- vi) Bombay-Nagpur.

A team of three officers, one each from the Ministry of Transport and Communications, the Ministry of Railways and the Committee, was entrusted with the task of conducting these surveys. The Secretary of the Committee assisted these officers in organising the Surveys. All the six surveys have since been completed. The data pertaining to the first four routes have already been processed mechanically and the results analysed and embodied in this paper. The data in respect of the remaining two routes are being processed at present and will be incorporated later.

Method of the Survey

2. The Surveys were conducted in consultation

with and co-operation of the State Governments concerned. A number of check-posts were set up at important junction points on the survey route. Each survey was conducted round the clock for a week. At each check-post, all the goods vehicles passing the check-post were stopped by the police staff and the data in respect of them recorded by the recording staff in a proforma prescribed for the purpose (copy at Annexure I). A supervisor from the Committee was also posted at each check-post to ensure that the information were recorded correctly. All loaded lorries going to a destination beyond the next check-post were given a label of prescribed digit and shape after checking to avoid its being examined again on the route. The data were also scrutinised and double entries, if any, eliminated. The vehicles moving to a distance of five miles or less were either not counted or eliminated later as these represented traffic of a purely local (intra city) nature. Detailed instructions were issued for the guidance of the recording and supervisory staff. A specimen copy of the Instructions is given at Annexure II.

Types of Vehicles Examined

3. The data were collected in respect of public carriers, private carriers, government department vehicles such as P.W.D. lorries, tractor trailer combinations and delivery vans. Passenger buses, new chassis, unregistered new vehicles and military vehicles were not checked.

Type of Information Collected

4. The information collected in the prescribed proforma at each check-post is basic to a study of the nature and volume of goods traffic carried by

road transport, the type and capacity of vehicles used and the operational aspects. The survey was intended to throw light on the following main points for a vehicle operating on each route selected for the survey:-

- i) The type of vehicle (Petrol or Diesel);
- ii) The payload or the carrying capacity of the vehicle;
- iii) The type of permit held by the vehicle;
- iv) Total distance covered by the vehicle and the distance covered on the route under survey; and
- v) The commodities carried, the quantity carried and the distance over which they are carried.

5. For purposes of analysis, the commodities carried have been classified into major groups, such as, products of agriculture, provisions, animal and animal products, finished goods, products of mines, products of forests, manufacture and 'all others'. The commodities grouped under each category are given at Annexure III.

Survey on Amritsar-Delhi Route

6. The survey on Amritsar-Delhi-Kanpur route was taken up in two sections, viz., Amritsar-Delhi and Delhi-Kanpur. The Amritsar-Delhi route covering a distance of 275 miles was taken up first for the survey which was conducted round the clock from the 23rd to 30th November, 1959. Eleven checkposts were set up for the purpose of collecting the data. These were located at Amritsar, Jullundur, Phagwara, Ludhiana (2 checkposts), Rajpura, Ambala, Pipli, Karnal, Sonepat and Delhi. Another important place served by this route is Pathankot. The survey on this route was held soon after the commencement of the harvesting season for crops like cotton, rice and maize which are grown in the region through which the survey

route lay. The survey, therefore, revealed substantial movement of these commodities by road. Other important commodities moving by road on this route include fruits and vegetables, oilseeds, sugar and gur, finished goods, textiles, wood and timber, iron and steel and building materials.

Delhi-Kanpur Route

7. The Delhi-Kanpur route which covers a distance of 265 miles was taken up next for survey. The survey on this route was held from the 16th to 23rd December, 1959. Seven checkposts were set up and located at Delhi, Ghaziabad, Bulandshahr, Aligarh, Etah, Bewar and Kanpur. The principal commodities moved by road on this route include foodgrains, fruits and vegetables, oilseeds, cotton, sugar and gur, textiles and building materials.

Calcutta-Patna Route

8. The next survey was conducted on the Calcutta-Patna route from the 5th to 12th January, 1960. The checkposts on this route which covered a distance of 376 miles were located at Baidyabati, Burdwan, Durgapur, Cobindpur, Barhi, Nawadah, Bakhtiarpur and Didarganj (near Patna). This route also serves important towns like Dhanbad, Jharia, Raniganj and Asansol. The region through which this route passes contains mines for important minerals like coal, iron ore and mica. Besides, iron and steel works are located at Jamshedpur, Durgapur and Burnpur. The vehicles checked on the route, therefore, carried mineral ores, iron and steel and finished goods, besides foodgrains, fruits and vegetables and provisions.

Bombay-Bangalore Route

9. The longest route surveyed was from Bonbay to Bangalore, covering a distance of 637 miles. The survey on this route was conducted from the 11th to 18th February, 1960. The checkposts on this route were located at Thana, Panvel, Shirval (near Poona), Satara, Karad, Kolhapur, Belgaum, Hubli, Harihar, Devangiri, Tumkur and Bangalore (Neelamangala). This route passes through a region containing mineral laden belts at Bhadravati, Hospet, Shimoga and Bellary. The location of oil refineries near Bombay and of textile mills both at Bombay and Bangalore is noteworthy. The important commodities moved by road on this route, therefore, include mineral oils, mineral ores, textiles and also foodgrains, sugar and gur, fruits and vegetables, wood and timber and provisions.

Madras-Bangalore Route

10. The survey on Madras-Bangalore route was conducted from the 9th to 16th March, 1960. Madras is connected with Bangalore by two roads and the checkposts were set up on both, each covering a distance of about 220 miles. The checkposts were located at Poonamelly, Ranipet, Vanayambadi, Krishnagiri, Hosur and Madivala on one side and Chittoor, Nangli Border and Krishnarajpuram on the other. The important commodities moving by road on this route include foodgrains, fruits and vegetables, textiles, wood and timber and provisions.

II. ANALYSIS OF THE SURVEY DATA

The broad conclusions which have emerged from an analysis of the data collected by means of goods traffic surveys on selected routes are given in this section. These relate to the type and capacity of vehicles, the basic operational data and the nature of traffic moved by road transport on these routes and the distances of haul.

Number of Vehicles Checked

2. The characteristics of road transport engaged in goods traffic as revealed by an analysis of the facts collected by means of the surveys are given in the paragraphs that follow. The table below indicates the total number of vehicles counted on each selected route during the survey week concerned.

Table 1

Total Number of Vehicles Checked

| Route | Survey Week | Total No. of vehicles counted | Percentage to the total |
|----------------------|-------------|-------------------------------|-------------------------|
| 1. Amritsar-Delhi | 23.11.59 | 4,700 | 7.47 |
| 2. Delhi-Amritsar | to 30.11.59 | 5,144 | 8.18 |
| Total (1&2) | | 9,844 | 15.65 |
| 3. Delhi-Kanpur | 16.12.59 | 5,249 | 8.35 |
| 4. Kanpur-Delhi | to 23.12.59 | 5,314 | 8.45 |
| Total (3&4) | | 10,563 | 16.80 |
| 5. Patna-Calcutta | 5.1.60 | 7,939 | 12.62 |
| 6. Calcutta-Patna | to 12.1.60 | 8,898 | 14.15 |
| Total (5&6) | | 16,837 | 26.77 |
| 7. Bombay-Bangalore | 11.2.60 | 7,992 | 12.70 |
| 8. Bangalore-Bombay | to 18.2.60 | 8,116 | 12.91 |
| Total (7&8) | | 16,108 | 25.61 |
| 9. Madras-Bangalore | 9.3.60 | 4,704 | 7.48 |
| 10. Bangalore-Madras | to 16.3.60 | 4,837 | 7.69 |
| Total (9&10) | | 9,541 | 15.17 |
| G. Total | | 62,893 | 100.00 |

Taking the traffic in both directions on all the survey routes together, the total number of goods vehicles checked came to 62,893 of which the highest proportion (26.77%) was observed on the Calcutta-Patna route, followed by Bombay-Bangalore route (25.61%). Thus 52.38% of the

total number of vehicles were counted on the two routes viz., Calcutta-Patna and Bombay-Bangalore. The other three survey routes, namely, Amritsar-Delhi, Delhi-Kanpur and Madras-Bangalore accounted for 15.65%, 16.80% and 15.17%, respectively.

Public and Private Carriers

3. The percentage distribution of vehicles into public and private carriers is given below:-

(Annexure IV indicates this distribution in absolute numbers)

Table 2

Public & Private Carriers

(Percent)

| Route | Public Carriers | Private Carriers | Total |
|------------------|-----------------|------------------|-------|
| Amritsar-Delhi | 95 | 5 | 100 |
| Delhi-Amritsar | 96 | 4 | 100 |
| Delhi-Kanpur | 96 | 4 | 100 |
| Kanpur-Delhi | 96 | 4 | 100 |
| Patna-Calcutta | 89 | 11 | 100 |
| Calcutta-Patna | 88 | 12 | 100 |
| Bombay-Bangalore | 94 | 6 | 100 |
| Bangalore-Bombay | 93 | 7 | 100 |
| Madras-Bangalore | 90 | 10 | 100 |
| Bangalore-Madras | 89 | 11 | 100 |
| All routes | 92 | 8 | 100 |

Of the total number of vehicles counted, it was found that 92% were public carriers and only 8% private carriers. The percentage of public carriers to the total ranged from 93 to 96 on the Amritsar-Delhi, Delhi-Kanpur and Bombay-Bangalore routes and 88 to 90 on Madras-Bangalore and Patna-Calcutta routes. The highest proportion of private carriers was operating on Madras-Bangalore and Patna-Calcutta routes (10 to 12%).

Types of Permits

4. The percentage distribution of vehicles by types of permits is indicated below:- (Annexure V indicates absolute numbers).

Table 3

Distribution of Vehicles by Types of Permits

(Percent)

| Route | Permanent | Temporary | Total |
|------------------|-----------|-----------|-------|
| Amritsar-Delhi | 96 | 4 | 100 |
| Delhi-Amritsar | 96 | 4 | 100 |
| Delhi-Kanpur | 81 | 19 | 100 |
| Kanpur-Delhi | 86 | 14 | 100 |
| Patna-Calcutta | 57 | 43 | 100 |
| Calcutta-Patna | 49 | 51 | 100 |
| Bombay-Bangalore | 81 | 19 | 100 |
| Bangalore-Bombay | 85 | 15 | 100 |
| Madras-Bangalore | 97 | 3 | 100 |
| Bangalore-Madras | 96 | 4 | 100 |
| <hr/> | | | |
| All routes | 80 | 20 | 100 |

The survey revealed that as many as 20% of all the vehicles checked were operating on temporary permits. The highest proportion of temporary permits was found in use on Calcutta-Patna route (43 to 51%) followed by Delhi-Kanpur, Bombay-Bangalore (3 to 4%) routes. Thus, while 80% of the total number of vehicles counted on all the routes surveyed had permanent permits, the proportion of these vehicles operating on permanent permits was the lowest on Calcutta-Patna route (49 to 57%).

*(14 to 19%),
Amritsar-Delhi
(4%) and Madras-
Bangalore*

Age Distribution of Vehicles

5. The age distribution (in percentages) of motor goods vehicles on various routes surveyed is given in the table below:

(Annexure VI indicates the distribution in absolute numbers).

Table 4
Age Distribution of Vehicles

| Route | (Percent) | | | |
|-------------------|----------------|----------|-----------|------------|
| | 1950 & earlier | 1951-55 | 1956-60 | Total |
| Amritsar-Delhi | 6 | 21 | 73 | 100 |
| Delhi-Amritsar | 6 | 19 | 75 | 100 |
| Delhi-Kanpur | 6 | 15 | 81 | 100 |
| Kanpur-Delhi | 7 | 13 | 80 | 100 |
| Patna-Calcutta | 15 | 10 | 75 | 100 |
| Calcutta-Patna | 16 | 9 | 75 | 100 |
| Bombay-Bangalore | 48 | 4 | 48 | 100 |
| Bangalore-Bombay | 47 | 5 | 48 | 100 |
| Madras-Bangalore | 56 | 7 | 37 | 100 |
| Bangalore-Madras | 54 | 7 | 39 | 100 |
| All routes | 27 | 9 | 64 | 100 |

It may be noted that of the total number of vehicles observed, 27% were 10 years old or more and 64% were 5 years old or less. In the former age-group (10 years or more), the highest number of vehicles was noticed on Madras-Bangalore and Bombay-Bangalore routes (47 to 56%), and the lowest on Amritsar-Delhi and Delhi-Kanpur routes (6 to 7%). The proportion of vehicles in the category of 5 years old or less was 73 to 81% in the case of Amritsar-Delhi, Delhi-Kanpur and Calcutta-Patna routes, 48% on Bombay-Bangalore route and 37 to 39% on Madras-Bangalore route.

Petrol and Diesel Vehicles

6. The percentage distribution of vehicles according to the type of fuel used is given below:

(Annexure VII indicates the distribution in absolute figures)

Table 5
Petrol and Diesel Vehicles

| Route | (Percent) | | |
|-------------------|-----------|-----------|------------|
| | Petrol | Diesel | Total |
| Amritsar-Delhi | 5 | 97 | 100 |
| Delhi-Amritsar | 3 | 97 | 100 |
| Delhi-Kanpur | 5 | 97 | 100 |
| Kanpur-Delhi | 4 | 96 | 100 |
| Patna-Calcutta | 18 | 82 | 100 |
| Calcutta-Patna | 19 | 81 | 100 |
| Bombay-Bangalore | 23 | 77 | 100 |
| Bangalore-Bombay | 22 | 78 | 100 |
| Madras-Bangalore | 12 | 88 | 100 |
| Bangalore-Madras | 9 | 91 | 100 |
| All routes | 1 | 97 | 100 |

It was further revealed that the majority of trucks used had diesel engines. Diesel trucks constituted 87% of the total number of vehicles observed, while the balance of 13% had petrol engines. The proportion of vehicles with diesel-engines was the highest on Amritsar-Delhi and Delhi-Kanpur routes (96 to 97%), followed by Madras-Bangalore route (88 to 91%), Calcutta-Patna (81 to 82%) and Bombay-Bangalore (77 to 78%) routes.

Average Payload of Vehicles

7. Annexure VIII indicates the distribution of vehicles by payload categories. The average payload or carrying capacity of the operating vehicles on different survey routes as worked out in Annexure IX is indicated below:

Table 6

Average Payload

| Route | Average payload per vehicle (Tons) |
|-------------------|--|
| Amritsar-Delhi | 7.30 |
| Delhi-Amritsar | 7.34 |
| Delhi-Kanpur | 7.11 |
| Kanpur-Delhi | 7.13 |
| Patna-Calcutta | 5.49 |
| Calcutta-Patna | 5.55 |
| Bombay-Bangalore | 4.84 |
| Bangalore-Bombay | 4.89 |
| Madras-Bangalore | 5.80 |
| Bangalore-Madras | 5.83 |
| <u>All routes</u> | <u>5.95</u> |

The average payload indicates the capacity of vehicles operating on a particular route. The total number of vehicles observed on a route in each direction is divided into a series of payload capacities of 0 to 3 tons, 3 to 5 tons, 5 to 7 tons, 7 to 9 tons, and 9 tons and above. Then the total payload for each of these series is derived by multiplying the mid-point of the series by the number of vehicles in that series. The aggregate

of this total payload for each of the series when divided by the total number of vehicles gives the average payload. The surveys revealed that the average payload of a vehicle ranged as high as 7.11 to 7.34 tons on Amritsar-Delhi and Delhi-Manpur routes. It was 5.49 to 5.55 tons on Calcutta-Patna route, 5.80 to 5.83 tons on Madras-Bangalore route and 4.84 to 4.89 tons on Bombay-Bangalore route.

Loaded and Empty Vehicles

8. The table below gives an idea of the percentage distribution of goods vehicles according as they were found to be loaded or empty on the routes surveyed during the survey week: (Annexure X indicates the distribution in absolute numbers)

Table 7
Loaded and Empty Vehicles

(Percent)

| Route | Loaded Vehicles | Empty Vehicles | Total |
|------------------|-----------------|----------------|-------|
| Amritsar-Delhi | 75 | 25 | 100 |
| Delhi-Amritsar | 83 | 17 | 100 |
| Delhi-Manpur | 79 | 21 | 100 |
| Kanpur-Delhi | 75 | 25 | 100 |
| Patna-Calcutta | 82 | 18 | 100 |
| Calcutta-Patna | 49 | 51 | 100 |
| Bombay-Bangalore | 79 | 21 | 100 |
| Bangalore-Bombay | 75 | 25 | 100 |
| Madras-Bangalore | 71 | 29 | 100 |
| Bangalore-Madras | 79 | 21 | 100 |
| <hr/> | | | |
| All routes | 74 | 26 | 100 |

Taking together all the routes surveyed, the proportion of loaded and empty vehicles was 74% and 26% respectively. Of the trucks moving in either direction of the routes surveyed, loaded vehicles ranged from 71 to 83% with the exception of Calcutta-Patna direction in which only 49 per cent of trucks were loaded. The proportion of

empty trucks to the total number of vehicles moving in Calcutta-Patna direction was the highest (51%) as compared with Patna-Calcutta direction (18%) and both the directions of Amritsar-Delhi, Delhi-Manpur-Bombay-Bangalore and Madras-Bangalore routes (17 to 29%).

Load Factor or Extent of Utilisation of the Capacity of the Public and Private Carriers

9. The load factor represents the relationship between the capacity ton-miles available (payload multiplied by mileage covered) and the actual ton-miles performed. The table below sets out for each route the load factor or the percentage utilisation of public and private carriers. (Annexure XI indicates the absolute figures).

Table 8
Load Factor of Carriers(Percent)

| Route | Public Carriers | Private Carriers | All Carriers |
|------------------|-----------------|------------------|--------------|
| Amritsar-Delhi | 72 | 62 | 71.9 |
| Delhi-Amritsar | 78 | 61 | 77.6 |
| Delhi-Manpur | 78 | 41 | 77.5 |
| Manpur-Delhi | 78 | 51 | 77.1 |
| Patna-Calcutta | 86 | 57 | 83.7 |
| Calcutta-Patna | 67 | 27 | 62.8 |
| Bombay-Bangalore | 79 | 55 | 78.2 |
| Bangalore-Bombay | 68 | 55 | 66.2 |
| Madras-Bangalore | 66 | 38 | 65.0 |
| Bangalore-Madras | 65 | 47 | 64.0 |
| | | | |
| All routes | 73 | 43 | 72.6 |

For all the routes taken together, the load factor or the extent of utilisation was 73% for public carriers, 43% for private carriers and 72.6% for both public and private carriers taken together. It was observed that the available capacity of public

carriers was utilised to a greater extent than in the case of private carriers. The utilisation of public carriers capacity varied from 65% in the case of movement in Bangalore-Madras direction to 86% in the case of Patna-Calcutta direction.

10. The utilisation of private carriers capacity was the highest on Amritsar-Delhi route (61 to 62%) and the lowest in the case of their movement in Calcutta-Patna direction (27%).

Average Lead of Trucks

11. The table below indicates for each route the truck miles of work performed by the vehicles during the survey week and the average distance from the place of origin to the ultimate destination covered by a truck or the average lead of a truck.

Table 9

Truck-Miles Performed and Average Lead of Trucks

| Route | Total No. of trucks | Truck- miles | Average lead of a truck (miles) |
|------------------|------------------------|-----------------|--|
| Amritsar-Delhi | 4,700 | 5,63,080 | 120 |
| Delhi-Amritsar | 5,144 | 6,50,276 | 118 |
| Delhi-Kanpur | 5,249 | 4,55,473 | 86 |
| Kanpur-Delhi | 5,314 | 5,01,695 | 194 |
| Patna-Calcutta | 7,939 | 8,83,426 | 111 |
| Calcutta-Patna | 8,898 | 9,19,068 | 103 |
| Bombay-Bangalore | 7,992 | 11,18,705 | 130 |
| Bangalore-Bombay | 8,116 | 11,83,925 | 146 |
| Madras-Bangalore | 4,704 | 5,03,463 | 107 |
| Bangalore-Madras | 4,337 | 5,27,508 | 109 |
| <hr/> | | | |
| All routes | 62,893 | 73,04,619 | 116 |

12. The truck-miles performed on all the survey routes during the survey week totalled 73,04,619 of which the highest proportion (31.5%) was contributed

by Bombay-Bangalore route and the lowest (15.1%) by Delhi-Lanpur route.

17. The average load of trucks taking all the routes into account was 116 miles. The average load was the highest in the case of Bombay-Bangalore route (130 to 146 miles) and the lowest in the case of Delhi-Lanpur route (86 to 94 miles).

Movement of Trucks according to Distances

14. The percentage distribution of trucks on different survey routes according to distance categories is given below: (Annexure XII indicates the movement of vehicles by the various distance categories).

Table 10
Distance Categories of Trucks (Percent)

| Route | Within 200 miles | Beyond 200 miles | Beyond 300 miles |
|------------------|------------------|------------------|------------------|
| Amritsar-Delhi | 78.6 | 21.4 | 1.3 |
| Delhi-Amritsar | 79.4 | 20.6 | 1.1 |
| Delhi-Lanpur | 88.0 | 12.0 | 2.8 |
| Lanpur-Delhi | 86.8 | 13.2 | 2.9 |
| Patna-Calcutta | 89.1 | 10.9 | 5.5 |
| Calcutta-Patna | 89.1 | 10.9 | 4.6 |
| Bombay-Bangalore | 78.6 | 21.4 | 7.7 |
| Bangalore-Bombay | 75.0 | 25.0 | 9.3 |
| Madras-Bangalore | 78.7 | 21.3 | 6.2 |
| Bangalore-Madras | 78.3 | 21.7 | 7.0 |
| | | | |
| All routes | 82.5 | 17.5 | 5.2 |

For all the routes taken together the number of trucks moving over 200 miles on the routes surveyed was 17.5%

and the number of trucks moving over 300 miles was 5.2% of the total number

while those moving within 200 miles was 82.5%. The

proportion of trucks operating beyond 200 miles to

ranged from 20.6% to 25% in the case of Amritsar-Delhi,

Bombay-Bangalore and Madras-Bangalore routes and

10.9% to 13.2% for Delhi-Lanpur and Patna-Calcutta routes.

Quantities of Goods Carried and Ton-miles
Performed by Vehicles

15. The table below indicates the total quantity of commodities moved by road and the ton-miles performed by goods vehicles on different survey routes during the survey week.

Table 11

Quantities Carried and Ton-miles Performed
by Vehicles

| Route | Quantity (Tons) | Percen- tage to Total | Ton- miles | Percen- tage to Total |
|-------------------|--------------------|-----------------------------|-------------------|-----------------------------|
| Amritsar-Delhi | 19,764.44 | 9.0 | 29,41,169 | 9.3 |
| Delhi-Amritsar | 25,022.70 | 11.2 | 34,55,244 | 11.0 |
| Delhi-Kanpur | 23,250.86 | 10.5 | 24,28,516 | 7.6 |
| Kanpur-Delhi | 22,294.09 | 10.0 | 26,76,767 | 8.5 |
| Patna-Calcutta | 31,610.58 | 14.2 | 42,70,464 | 13.5 |
| Calcutta-Patna | 20,228.11 | 9.1 | 32,63,987 | 10.4 |
| Bombay-Bangalore | 26,576.79 | 12.0 | 45,55,797 | 14.5 |
| Bangalore-Bombay | 25,182.85 | 11.3 | 41,43,366 | 13.1 |
| Madras-Bangalore | 13,173.40 | 6.0 | 19,11,810 | 6.0 |
| Bangalore-Madras | 14,387.79 | 6.7 | 19,56,699 | 6.1 |
| All routes | 2,21,971.61 | 100.0 | 315,81,819 | 100.0 |

16. The proportion of commodities in the total tonnage moved and ton-miles performed on all the routes surveyed are given below: (Annexure XIII gives absolute figures)

Table 12
Share of Commodities in Total Tonnage and Ton-miles
Carried on All Survey Routes

(Percent)

| Commodities | Quantity (Tons) | Ton-miles performed |
|-----------------------------|-----------------|---------------------|
| Foodgrains | 9.6 | 6.6 |
| Oilseeds | 2.9 | 2.6 |
| Cotton and Jute Raw | 3.0 | 4.7 |
| Fruits and Vegetables | 10.8 | 11.5 |
| Other Agricultural Products | 1.7 | 1.1 |
| Provisions | 4.5 | 6.7 |
| Finished goods | 2.4 | 5.6 |
| Mineral ores | 0.8 | 0.8 |
| Mineral oils | 4.4 | 3.9 |
| Wood and timber | 4.6 | 3.5 |
| Sugar and Gur | 8.0 | 7.3 |
| Iron and Steel | 3.9 | 4.4 |
| Tobacco | 0.7 | 1.2 |
| Textiles | 3.0 | 5.2 |
| Building materials | 12.0 | 3.8 |
| Miscellaneous | 27.7 | 33.1 |
| | 100.0 | 100.0 |

It was revealed that the main commodities moved by road, taking all the survey results into account, were fruits and vegetables, foodgrains, sugar and gur, general provisions, building materials, textiles, cotton and jute raw, iron and steel, mineral oils, finished goods, etc. The movement of these goods on the various routes were generally determined by the economic characteristics of the regions in which the survey routes lie. For example, on the routes surveyed, the movement of raw cotton from Amritsar to Delhi and from Delhi to Kanpur was the highest, apparently because cotton is one of the important cash crops grown in the Punjab and it moves down to Delhi and Kanpur where textile mills are located. Again, the movement of mineral oil is substantial from Bombay to Bangalore and the percentage is higher than on any other route. This is because oil refineries are located at Trimbay and mineral oil is distributed from there.

Average Load of Commodity

17. Statements at Annexures XIV and XV give an idea on the average load of the commodities moved by road on the routes surveyed. It will be seen from Annexure XIV that the quantity moved over 200 miles formed a considerable proportion of the total quantity hauled by road in respect of finished goods in Calcutta-Patna and Bombay-Bangalore directions of the respective routes (55.3 to 58.6%), of sugar and gur in both directions of Delhi-Kanpur route (15.4 to 23.1%), and also Bangalore-Bombay and Delhi-Amritsar directions (52.7 to 57.7%), of textiles on Bangalore-Bombay (64.6 to 71.5%) and Delhi-Kanpur (39.3 to 59.1%) routes, of raw cotton and raw jute in Bangalore-Bombay, -/-

Amritsar-Delhi and Delhi-Kanpur directions (31.1 to 64.3%), of foodgrains in Bombay-Bangalore direction (20.8%), and of provisions in Amritsar-Delhi and Bangalore-Bombay directions (53.4 to 57.7%). Of these, the commodities which moved beyond 300 miles in substantial proportions as compared with their total quantities moved by road were finished goods in Calcutta-Patna and Bombay-Bangalore directions (13.5 to 21.1%), textiles on Bombay-Bangalore (28.7 to 39.4%) and Delhi-Kanpur (10.4 to 13.3%) routes, cotton and jute raw in Bangalore-Bombay (28.4%) and Delhi-Kanpur (15.0%) directions and provisions in Bangalore-Bombay (35.6%) and Calcutta-Patna (17.0%) directions. The movement of commodities beyond 500 miles was particularly noticeable in respect of finished goods in Bombay-Bangalore (18.1%) and Calcutta-Patna (6.9%) directions, textiles on Bombay-Bangalore (15 to 29.6%) and Delhi-Kanpur (4.4 to 6.6%) routes, cotton and jute raw and provisions in Bangalore-Bombay directions of the route (7.6% and 10.1% respectively). The surveys also revealed the movement of finished goods and textiles, although in small quantities, even beyond 1000 miles by road.

Trends in Rail Traffic in Commodities Moving in Substantial Quantities by Road

18. It would be interesting to have an idea of the trend in the movement by rail of the commodities which move in substantial quantities by road over distances exceeding 200 miles on the routes.

An examination of such data as the Committee could obtain from the Railway Board shows that on some of the routes there has been a perceptible decline over a period of two or three recent years in the traffic by rail of these commodities (vide Annexure XVI).

On Amritsar-Delhi route, there was a significant drop in traffic on the railways in 1958-59 as compared with the previous year in the case of sugar and gur (69.4%), mineral oils (73.9%), wood and timber (80.6%), fruits and vegetables (44%) and foodgrains (19.4%). On this route, the groups of commodities wholly or mainly moved by road as compared with rail during the survey period (23.11.59 to 30.11.59) included from Delhi to Amritsar and Amritsar to Delhi, provisions (100% and 100% respectively), animal and animal products (98.2%, 74.3%), finished products (90.4%, 99.1%), products of forests (100%, 100%) and manufactures (96.9%, 99.1%); and from Delhi to Pathankot and Pathankot to Delhi, products of agriculture (100%, 99.5%), provisions (100%, 100%), finished products (84.6%, 100%), and manufactures (98.9%, 100%).

On Delhi-Kanpur route, the traffic in sugar and gur by rail suffered a perceptible decline (46.8%) in 1958-59 as compared with 1957-58. On this route, the groups of commodities moving mainly by road from, say, Delhi to Kanpur and Kanpur to Delhi during the survey week 16.12.59 to 23.12.59 included products of agriculture (98.8%, 100%) and manufactures (99.8%, 99.8%).

On Calcutta-Patna route, there was a decline in coal and coke (15.9%) traffic by rail during the period under consideration, viz., 1958-59 as compared with 1957-58. The goods moving mainly by road during the period 5.1.60 to 12.1.60 on this route included from Calcutta to Asansol, provisions (100%), finished goods (96.8%), mineral oils (99.2%) and manufactures (96.6%); from Calcutta to Ranchi, products

of agriculture (99.4%), provisions (100%) finished goods (98.1%), and iron and steel (99.8%); from Raniganj to Calcutta, products of agriculture (100%) and coal and coke (72.5%).

On Bombay-Bangalore route, the commodities which suffered a substantial decline in traffic by rail during the period under consideration included cotton and jute raw (68.1%), cotton manufactures (31.2%), provisions (31.7%), iron and steel wrought (26.5%) and foodgrains (13.6%). The commodities which mainly moved by road during the period 11.2.60 to 18.2.60 included from Bombay to Bangalore and Bangalore to Bombay, provisions (96.7% and 100% respectively), finished goods (92.1%, 96.2%), iron and steel (81%, 99.6%) and textiles (95.4%, 96%); from Bombay to Sholapur and Sholapur to Bombay, cotton and jute raw (99.8%, 92.6%), provisions (100%, 100%), textiles (99.9%, 96.6%), and from Bombay to Kolhapur and Kolhapur to Bombay, provisions (100%, 100%), finished goods (95.6%, 100%), mineral oils (75%, 100%), iron and steel (87.1%, 100%) and textiles (100%, 100%).

In the case of Madras-Bangalore route, the traffic which moved mainly by road as compared with the railways during the period 9.3.60 to 16.3.60 from Madras to Bangalore and Bangalore to Madras included provisions and animal (100%, 100%), animal products (100%, 77.8%), and textiles (100%, 100%).

19. The comparative position of movement of goods traffic by road and rail, as outlined in the preceding paragraph, indicates prima facie, that the decline in goods traffic by rail was probably due to diversion of traffic to road transport. For instance, while the rail traffic in commodities like cotton and jute raw, textiles and iron and steel tended to decline on Bombay-Bangalore

route, the data collected by means of the Survey and from the Railway Board revealed that these commodities were moving on this route mainly by road. However, detailed data are not available to confirm this. Trends in the volume of freight traffic in any commodity are to be viewed in the general context of the production, imports and exports of that commodity and, in fact, of the health of the economy in general. A study of the figures of average daily loadings on the Indian Railways reveals that there was a fall in traffic in 1958, as compared with 1957, in commodities, such as oil-seeds (5%), cotton raw and manufactures (14.1%), jute raw and manufactures (5%), sugar and sugarcane (21.3%), tea (3.1%) and ores (2.8%). It may be noted that during the year 1957-58 the production of cotton cloth in the country declined by 4.5% as compared with 1956-57. During this period the production also dropped in raw jute (5.6%) and jute manufactures (20.7%) in the case of oilseeds (2.1%). The figures of exports and imports have also got a close bearing on the freight traffic.

In 1958 there was a fall in the quantum of exports of cotton piecegoods (30.8%) and manganese ore (44%). The value of imports of raw cotton and raw jute also declined by 36.9% and 52.1%, respectively, in 1958 as compared with 1957.

Thus, the downward trend in the movement by rail of some of the commodities like cotton and jute raw and textiles on the routes surveyed might be due, in a measure, to the decline in the overall production and foreign trade in these commodities.

Need to Conduct Surveys Periodically

20. A study of the data collected by means of Sample Surveys gives an idea of the present position in respect of the nature and volume of goods traffic carried by road

transport. It is not possible, however, to know the changes in the pattern of traffic and to have an idea of the diversion of traffic from rail to road unless the surveys on the routes concerned are repeated at intervals and are made more representative in character by taking up additional routes in the various regions of the country. In fact, the Sample Surveys conducted by the Committee represent the first step towards a regular study of the traffic by road and it will be useful to have such surveys undertaken periodically. Such studies have been organised in foreign countries from time to time, and their value could hardly be over-emphasised.





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III. ANNEXURES



सत्यमेव जयते



सत्यमेव जयते

ANEXURE I
(Specimen Copy of Form)
GOODS ROAD TRANSPORT SAMPLE SURVEY (1959)
COMMITTEE FOR TRANSPORT POLICY AND COORDINATION

(Planning Commission)
GOVERNMENT OF INDIA

A. 1. Name of the Route
2. Name of the Junction
3. Date
4. Time from to

B. 1. Name of the Recorder
2. Name of the Supervisor

| Registered No. of the Vehicle | Name and Address of the Owner | Type of Vehicle | Year of Manufacture | Registered Number | Unladen weight | Type of Permit | Distance |
|-------------------------------|-------------------------------|-----------------|---------------------|-------------------|----------------|------------------------|----------|
| 1 | 2 | 3 | 4 | 5 | 6 | (i) Public carrier | 7 |
| | | | | | | (ii) Private carrier | |
| | | | | | | (iii) Contract carrier | |
| | | | | | | | |

(Specimen Copy of Instructions
to Supervisors)
Goods Road Transport Sample Survey (1959-60)

Committee on Transport Policy and Coordination
(Planning Commission)
Government of India

INSTRUCTIONS

The Survey of goods traffic on Calcutta-Patna route is being organised by the Committee on Transport Policy and Coordination with a view to assessing the nature and the volume of traffic carried by road transport on this route.

2. The Survey will commence at 12 Noon on Tuesday the 5th January, 1960 and continue without a break for a week upto 12 noon on Tuesday, the 12th January, 1960.

3. The staff will work in shifts of 8 hours each during the ~~period~~ of the Survey. A duty roster will be maintained at each checkpost. The Supervisors deputed by the Committee to supervise the work of the collection of data will reach their places of duty at 9 A.M. on the 4th January, 1960.

4. At the end of a shift each group of recorders and policemen would leave only after handing over charge to the relieving group.

5. Every group will be divided into two batches A&B, one for each direction. Both the batches will take their positions on opposite sides of the road, some distance apart from each other. Batch A will record data in respect of lorries coming from Calcutta side and Batch B for those ~~coming~~ from Patna side.

6. The constables at either end will stop the lorries whether carrying goods or empty. The data will be recorded by the recorders in the proforma supplied for the purpose. Government Department vehicles, such as P.W.D. lorries and also tractor

trailers should be recorded. Passenger buses and military vehicles will not be checked.

7. Every care should be taken to see that the data are recorded very promptly, a vehicle is detained for a minimum possible period of time and no hardship or inconvenience is caused to the drivers and operators.

8. Recorders will first fill in all the Columns A1 to 4 and B1 and 2 of the proforma before data are entered in Col. C. In Column A4, the time of the shift is to be entered. 12 O'clock should be entered as 12 noon or 12 midnight.

9. Information in respect of columns C 1, 3, 5, 6 and 7 should be got by a visual inspection of the vehicle. As regards the rest of the columns, data are to be obtained, as far as possible, after enquiry from the driver. The log book is to be consulted if the driver is unable to furnish information in respect of any column.

10. As regards Col. 8, the recorders should carefully enter the type of permit in the following cases:

- (i) When the "from" and "to" points fall in different States;
- (ii) When the vehicles bearing the registration number of one State are operating within another State.

11. In case the commodities in a vehicle are being carried to more than one destination or originate from more than one place, these should be entered separately for each destination or each place of origin as the case may be. Recorders should ask the drivers if the entire consignment, especially when it consists of more than one commodity, is intended for only one ~~destination~~. If not, they should record the commodities and weights intended for each destination.

12. While recording the origin and destination, the recorders should be satisfied that they are themselves aware of the ~~exact~~ location of the places concerned.

If not, they should take enquiries from the drivers and write out the nearest railway station or big town.

13. As regards Column C 13, the exact nature of the commodities carried should be entered. The entries should, as far as practicable, conform to the classification lists which would be supplied to the recorders for guidance. If a lorry is empty, 'nil' should be entered against Column C 13. If more than one commodity is being carried, the weight of each should be entered separately.

14. If there is any doubt about the name of the commodity, recorders should write it in the regional language rather than attempt a doubtful English translation. The Supervisor, while checking the proforma at the end of the shift will enter the same correctly in English. संयमन जनने

15. In the case of a number of commodities detailed below, particulars are to be recorded as indicated:

(a) Cotton:- It should be recorded if it is loose or full pressed.

(b) Manure:- It should be recorded if it is organic or chemical manure.

(c) Fresh fruit or foodgrains: The exact name of the commodity should be given e.g. banana, orange, wheat, rice or paddy etc.

(d) Livestock: In col. 14, the actual number should be entered and it should be stated that it is a number and not the weight in maunds. In Col. 13, the livestock actually carried, whether sheep, cows, buffaloes, should be recorded.

16. If miscellaneous goods are carried in a lorry, the recorders should, as far as possible, separate individual items and record weights separately. Items weighing about 20 mds. or more should be shown separately.

17. Entries about lorries should be serially numbered in the proforma separately for each shift.

18. In case a lorry does not stop at a Checkpost, the recorders should enter the registered number and the time the lorry passed and whether it was loaded or empty. In case it is not possible to know even the registration number especially at night, an indication should be given on the proforma of the lorry having passed without stopping.

19. In cases where the same lorry makes several trips during the course of the day, it should be detained on each occasion only to record the registered number, the commodity and the weight. The other particulars should be filled up later from the earlier entries made. But in no case should any entry be left incomplete.

20. Every loaded lorry going to a destination beyond the next checkpost should be labelled. A label of the prescribed colour, digit and shape should be pasted on the wind-screen of the vehicle so checked. Empty lorries should be checked but not labelled. No vehicle bearing the label of the required colour, digit and shape should be stopped for checking.

21. Labels bearing the digits 1, 2, 3, 4, 5, 6, 7 will be provided, one for each day of the survey as follows:-

| <u>Days</u> | <u>Digit of the label</u> |
|----------------------|---------------------------|
| | <u>Digit</u> |
| (12 noon to 12 noon) | |
| Tuesday-Wednesday | 1 |
| (5th-6th Jan. 1960) | |
| Wednesday-Thursday | 2 |
| (6th-7th Jan. 1960) | |
| Thursday-Friday | 3 |
| (7th-8th Jan.) | |
| Friday-Saturday | 4 |
| (8th-9th Jan.) | |
| Saturday-Sunday | 5 |
| (9th-10th Jan.) | |
| Sunday-Monday | 6 |
| (10th-11th Jan.) | |
| Monday-Tuesday | 7 |
| (11th-12th Jan.) | |

Labels will be in two shapes - triangular and rectangular.

Throughout the survey ~~period~~ triangular labels should be used for lorries moving in the direction of Calcutta-to Patna and rectangular labels for the vehicles moving in the opposite direction, viz., Patna to Calcutta. The digit of all the labels (both triangular and rectangular) used on lorries going in either direction on each day will be as given above.

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22. In case a lorry bears a triangular label indicating that checking has been done earlier for its movement in the direction of Calcutta to Patna and it is found moving in the opposite direction i.e. Patna to Calcutta, it has to be checked again ~~and~~ vice versa.

23. Entries for every two hours will be separated by drawing a horizontal line on the proforma.

24. After each shift, the proforma that have been filled in will be properly tagged or tied in serial order, separately for each direction.

25. The supervisors are required to collect ~~some~~ supplementary information also. If they come across a dealer going in a lorry with his goods, the supervisors should note his name and address and, in addition to

the usual information regarding the nature of goods carried, their origin and destination etc., they should also record information after making enquiries from him in respect of the charges paid by him for hiring the lorry and how these compared with railway freight charges, and also the reasons for his preference for road transport. In such cases, the driver should also be asked as to what goods be expected to bring on his return journey and if he would be able to meet the running costs of the vehicle.



ANNEXURE III

CLASSIFIED LIST OF COMMODITIES

PRODUCTS OF AGRICULTURE

Foodgrains, including Atta, Suji, Pulses, Paddy, Lobia, Corn

Oilseeds

Cotton and Jute raw, Cotton Processed and Loose

Fresh Fruits and Vegetables, including Potatoes, Onions, etc., and excluding Dry Fruits which will fall under "Provisions"

Sugarcane

Other Agricultural Products, including all types of Dry and Green Fodder and Gawara

PROVISIONS

All Bardana items, spices, Mariana, Dry Fruits, ~~Amrootida~~, Tinned Foods, Hattha

ANIMAL AND ANIMAL PRODUCTS

All live animals including Poultry

All raw products of animals, including Hides and Skins, Raw Wool, Bones, Horns, Shells, Furs, excluding Milk, Milk Products and Ghee

Milk, Milk Products (other than Ghee and Butter, Fish and Eggs)

FINISHED GOODS

All types of Machines and Tools, Agricultural Implements including Crushers, Electrical Goods, Batteries, Motor Parts, Sewing Machines, Bicycles, Radios, Gramophones, Refrigerators, Steel Furniture, Hardware and Utensils, Cables and Lamps

Rubber and Rubber Products and Plastics

Wooden Manufactured Goods including all Wooden Furniture, Sport Goods, Plywood and Empty Wooden Cases

Glass and Glass Products including Bangles and China Crockery

Leather and Leather Goods including Shoes of all kinds.

PRODUCTS OF MINES

Coal, Soft Coke and Charcoal

Mineral Ores of all kinds

Building Material including Sand, Bricks, Lime, Limestone, Marble, Concrete, Tiles, Asphalt

Mineral Oils, including Kerosene, Petrol, Diesel

PRODUCTS OF FOREST

Woods of all kinds including Timber, Fuel Wood, Bonboos, Baboo Grass, ~~excluding~~ wooden manufactured articles

Lac and Resin

MANUFACTURES

Sugar, Jandsari, Gur, Molasses etc.

Chee, Vegetable Oils, and Hydrogenated Oils

Cement

Iron and Steel including Finished Products like Iron and Brass Bars and Rods, Flats, Poles, Pipes, Rail and Girders, Iron and Tin Sheets, Brass Sheets Bolts and Nuts etc.

Salt

Paper, Card Board

Tea, Coffee and Cocoa

Tobacco Manufactured, Cigarettes, Biris, Cigars

Manures of all kinds

Textiles of all kinds: Cotton, Jute, Wool and Silk, including Yarns, Ropes, Gunny Bags, Coir and Coir-Mats Nylon Textiles, All types of Hosiery, Tents etc.

ALL OTHERS

Alcohol, Spirits and Wines, Raw Tobacco, Empty Tins, Barrels, Soaps, Hair Oils, Confectionary, Acids, Oxygen Cylinders, Candles, Medicines, Photographic Goods, Films, Stationery other than paper.

| Name of the route | Total number of vehicles counted | Movement of Vehicles according to Different Distance Zones | | | | | | | | | |
|------------------------|----------------------------------|--|------------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|---------------|
| | | Beyond 25 miles | Beyond 50 miles | Beyond 75 miles | Beyond 100 miles | Beyond 150 miles | Beyond 200 miles | Beyond 300 miles | Beyond 500 miles | Beyond 1000 miles | Beyond 1 mile |
| 1. Amritsar-Delhi | 4,700 | 4,047 (86.1) | 3,265 (69.5) | 2,615 (55.6) | 2,215 (47.1) | 1,514 (32.2) | 1,005 (21.4) | 59 (1.3) | 12 (0.3) | 1 (0.02) | - |
| 2. Delhi-Amritsar | 5,143+1* | 4,410 (85.7) | 3,566 (69.4) | 3,011 (58.5) | 2,536 (49.3) | 1,670 (32.5) | 1,063 (20.7) | 58 (1.1) | 4 (0.1) | 1 (0.02) | - |
| Total (1+2) | 9,843+1* | 8,457 (85.9) | 6,833 (69.4) | 5,626 (57.2) | 4,751 (48.3) | 3,184 (32.3) | 2,068 (21.0) | 117 (1.2) | 16 (0.2) | 2 (0.02) | - |
| 3. Delhi-Kanpur | 5,249 | 3,654 (69.6) | 2,218 (42.3) | 1,738 (33.1) | 1,362 (25.9) | 950 (18.1) | 629 (12.0) | 149 (2.8) | 67 (1.3) | 3 (0.06) | - |
| 4. Kanpur-Delhi | 5,314 | 3,942 (74.2) | 2,429 (45.7) | 2,020 (38.0) | 1,602 (30.1) | 1,050 (19.8) | 703 (15.2) | 155 (2.9) | 83 (1.6) | 8 (0.1) | - |
| Total (3+4) | 10,563 | 7,596 (71.9) | 4,647 (44.0) | 3,756 (35.6) | 2,964 (28.1) | 2,000 (18.9) | 1,332 (12.6) | 304 (2.9) | 150 (1.3) | 11 (0.1) | - |
| 5. Patna-Calcutta | 7,939 | 6,867 (86.5) | 4,874 (61.4) | 3,946 (49.7) | 3,641 (45.9) | 2,623 (20.4) | 1,868 (10.9) | 437 (5.5) | 161 (2.0) | 12 (0.2) | - |
| 6. Calcutta-Patna | 8,098 | 7,245 (81.4) | 4,680 (52.6) | 3,683 (41.4) | 3,415 (38.4) | 2,509 (17.0) | 1,965 (10.8) | 404 (4.5) | 159 (1.8) | 23 (0.3) | - |
| Total (5+6) | 16,257 | 14,112 (83.6) | 9,554 (56.7) | 7,629 (45.3) | 7,056 (41.9) | 5,132 (18.6) | 3,833 (10.9) | 841 (5.0) | 320 (1.9) | 35 (0.2) | - |
| 7. Bangalore-Bengaluru | 7,992 | 7,622 (95.4) | 5,462 (68.5) | 4,980 (62.3) | 4,532 (56.7) | 2,220 (27.8) | 1,709 (21.4) | 617 (7.7) | 328 (4.1) | 17 (0.2) | - |
| 8. Bangalore-Bombay | 8,116 | 7,281 (89.7) | 5,546 (68.3) | 5,047 (62.2) | 4,596 (56.6) | 2,453 (30.2) | 2,030 (25.0) | 758 (9.3) | 367 (4.5) | 11 (0.1) | - |
| Total (7+8) | 16,103 | 14,903 (92.5) | 11,008 (68.3) | 10,027 (62.2) | 9,128 (56.7) | 4,673 (29.0) | 3,739 (23.2) | 1,375 (8.5) | 695 (4.5) | 28 (0.2) | - |
| 9. Madras-Bangalore | 4,704 | 2,948 (62.7) | 2,534 (53.9) | 2,233 (47.5) | 1,877 (39.9) | 1,259 (26.3) | 1,003 (21.3) | 291 (6.2) | 51 (1.1) | 2 (0.04) | - |
| 10. Bangalore-Madras | 4,837 | 3,051 (63.1) | 2,602 (53.8) | 2,274 (47.0) | 1,947 (40.3) | 1,055 (28.0) | 339 (21.8) | 359 (7.0) | 36 (0.7) | - | - |
| Total (9+10) | 9,541 | 5,999 (62.9) | 5,136 (53.8) | 4,507 (47.2) | 3,824 (40.1) | 2,612 (27.4) | 2,058 (21.6) | 630 (6.6) | 87 (0.9) | 2 (0.02) | - |
| All Routes: | 62,892 + 1* | 51,067 (81.2) | 37,178 (59.1) | 31,547 (50.2) | 27,723 (44.1) | 15,601 (24.8) | 11,030 (17.5) | 3,267 (5.2) | 268 (2.0) | 78 (0.1) | - |

NOTE: Figures in brackets indicate percentages of vehicles in each distance category to the total number of vehicles counted.

* Particulars are not known.

Distribution of Vehicles by Types of Permits

Percentages in Brackets

| Route | Numbers | Permanent Permit | | | Temporary Permit | | | Total Number of Vehicles | | |
|----------------------|---------|------------------|--------------|-------|------------------|--------------|-----------|--------------------------|--------------|-------|
| | | Endorsed | Not Endorsed | TOTAL | Endorsed | Not Endorsed | TOTAL | Endorsed | Not Endorsed | TOTAL |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | |
| 1. Amritsar-Delhi | 2,094 | 2,434 | 4,528 | 72 | 100 | 172 | 4,700 | (100) | | |
| 2. Delhi-Amritsar | 2,674 | 2,285 | 4,959 | 93 | 91 | 184 | 5,143+1* | (100) | | |
| Total (1+2) | 4,768 | 4,719 | 9,487 | 165 | 191 | 356 | 9,843+1* | (100) | | |
| 3. Delhi-Kanpur | 1,107 | 1,154 | 4,261 | 232 | 755 | 987 | 5,248+1* | (100) | | |
| 4. Kanpur-Delhi | 2,257 | 2,305 | 4,562 | 164 | 588 | 752 | 5,314 | (100) | | |
| Total (3+4) | 3,364 | 3,459 | 8,823 | 396 | 1,343 | 1,739 | 10,562+1* | (100) | | |
| 5. Patna-Calcutta | 1,921 | 3,583 | 4,504 | 148 | 3,284 | 3,432 | 7,936+3* | (100) | | |
| 6. Calcutta-Patna | 1,183 | 4,162 | 4,345 | 131 | 4,422 | 4,553 | 8,898 | (100) | | |
| Total (5+6) | 1,104 | 7,745 | 8,849 | 279 | 7,706 | 7,985 | 16,834+3* | (100) | | |
| 7. Bonbay-Bangalore | 455 | 6,504 | 6,959 | 112 | 921 | 1,033 | 7,992 | (100) | | |
| 8. Bangalore-Bombay | 683 | 6,260 | 6,943 | 234 | 936 | 1,170 | 8,113+3* | (100) | | |
| Total (7+8) | 1,138 | 12,764 | 13,902 | 346 | 1,857 | 2,203 | 16,105+3* | (100) | | |
| 9. Madras-Bangalore | 1,722 | 2,862 | 4,584 | 51 | 69 | 120 | 4,704 | (100) | | |
| 10. Bangalore-Madras | 1,777 | 2,881 | 4,658 | 63 | 116 | 179 | 4,837 | (100) | | |
| Total (9+10) | 3,499 | 5,743 | 9,242 | 114 | 185 | 299 | 9,541 | (100) | | |
| All Routes: | 15,873 | 36,430 | 50,303 | 1,300 | 11,282 | 12,582 | 62,885+8* | (20) | | |

Distribution of Vehicles according to their Age

Number

| Year of Manufacture | Pre-1950 and 1950 | 1951 | 1952 | 1953 | 1954 | 1955 | 1956 | 1957 | 1958 | 1959 | 1960 | Total |
|------------------------|-------------------------|--------------------|--------------------|----------------------|----------------------|-----------------------|------------------------|------------------------|------------------------|----------------------|------------|----------------------------|
| Routes | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 1. Amritsar-Delhi | 273 (6) | 148 (3) | 98 (2) | 145 (3) | 208 (5) | 377 (8) | 700 (15) | 952 (20) | 954 (20) | 839 (18) | - | 4700 (100) |
| 2. Delhi-Mritsar | 312 (6) | 135 (3) | 112 (1) | 161 (3) | 199 (4) | 393 (8) | 756 (15) | 1113 (22) | 1095 (21) | 868 (17) | - | 5144 (100) |
| <u>Total (1 + 2)</u> | <u>391 (6)</u> | <u>285 (5)</u> | <u>210 (2)</u> | <u>306 (3)</u> | <u>407 (4)</u> | <u>770 (8)</u> | <u>1456 (15)</u> | <u>2065 (21)</u> | <u>2049 (21)</u> | <u>1707 (17)</u> | - | <u>9844 (100)</u> |
| 3. Delhi - Kanpur | 329 (6) | 45 (1) | 57 (1) | 104 (2) | 92 (2) | 342 (7) | 850 (16) | 1232 (23) | 1097 (21) | 1121 (21) | - | 5249 (100) |
| 4. Patna - Delhi | 350 (7) | 62 (1) | 56 (1) | 101 (2) | 105 (2) | 357 (7) | 873 (16) | 1186 (22) | 1151 (22) | 1071 (20) | - | 5312+2* (100) |
| <u>Total (3 + 4)</u> | <u>679 (6)</u> | <u>107 (1)</u> | <u>113 (1)</u> | <u>205 (2)</u> | <u>197 (2)</u> | <u>699 (7)</u> | <u>1703 (16)</u> | <u>2418 (23)</u> | <u>2248 (21)</u> | <u>2192 (21)</u> | - | <u>10561+2* (100)</u> |
| 5. Patna - Calcutta | 1236 (15) | 55 (1) | 86 (1) | 59 (1) | 141 (2) | 368 (5) | 897 (11) | 1665 (21) | 1673 (21) | 1755 (22) | 4 | 7939 (100) |
| 6. Calcutta - Patna | 1412 (16) | 61 (1) | 97 (1) | 81 (1) | 165 (2) | 397 (4) | 970 (11) | 1806 (20) | 1805 (20) | 2099 (24) | 5 | 8898 (100) |
| <u>Total (5 + 6)</u> | <u>2648 (16)</u> | <u>116 (1)</u> | <u>183 (1)</u> | <u>140 (1)</u> | <u>306 (1)</u> | <u>765 (2)</u> | <u>1867 (4)</u> | <u>3471 (11)</u> | <u>3478 (20)</u> | <u>3854 (20)</u> | 9 | <u>16837 (100)</u> |
| 7. Bombay - Bangalore | 3873 (48) | 53 (1) | 96 (1) | 25 (-) | 87 (1) | 83 (1) | 576 (7) | 763 (19) | 996 (12) | 1339 (17) | 116 (2) | 7992 (100) |
| 8. Bangalore - Bombay | 3850 (47) | 58 (1) | 88 (1) | 31 (-) | 121 (2) | 94 (1) | 535 (7) | 767 (9) | 1064 (13) | 1416 (18) | 92 (1) | 8116 (100) |
| <u>Total (7 + 8)</u> | <u>7723 (48)</u> | <u>96 (1)</u> | <u>184 (1)</u> | <u>56 (-)</u> | <u>208 (1)</u> | <u>177 (1)</u> | <u>1111 (7)</u> | <u>1530 (10)</u> | <u>2060 (13)</u> | <u>2755 (13)</u> | 208 (1) | <u>16108 (100)</u> |
| 9. Madras - Bangalore | 2628 (56) | 48 (1) | 95 (2) | 33 (1) | 49 (1) | 105 (2) | 442 (2) | 420 (9) | 417 (9) | 467 (10) | - | 4704 (100) |
| 10. Bangalore - Madras | 2609 (54) | 45 (1) | 73 (1) | 45 (1) | 48 (1) | 124 (3) | 453 (9) | 464 (10) | 442 (9) | 499 (10) | 35 (1) | 4837 (100) |
| <u>Total (9 + 10)</u> | <u>5237 (55)</u> | <u>93 (1)</u> | <u>168 (2)</u> | <u>78 (1)</u> | <u>97 (1)</u> | <u>229 (2)</u> | <u>895 (9)</u> | <u>884 (9)</u> | <u>859 (9)</u> | <u>966 (10)</u> | 35 (1) | <u>9541 (100)</u> |
| <u>All Routes</u> | <u>16,873 (27)</u> | <u>695 (1)</u> | <u>858 (1)</u> | <u>1,215 (2)</u> | <u>2,640 (4)</u> | <u>7,032 (11)</u> | <u>10,368 (17)</u> | <u>10,694 (17)</u> | <u>11,474 (18)</u> | <u>252 (1)</u> | - | <u>62,891+2* (100)</u> |

* Paritulars are not known

ANNEXURE VII

Types of Vehicles - Petrol/Diesel

| Route 1 | Petrol 2 | Diesel 3 | Percentages in Brackets | |
|------------------------|---------------|----------------|-------------------------|------------|
| | | | Total 4 | Route 1 |
| 1. Amritsar - Delhi | 146 (3) | 4,554 (97) | 4,700 (100) | |
| 2. Delhi - Amritsar | 174 (3) | 4,970 (97) | 5,144 (100) | |
| Total (1 + 2) | 320 (3) | 9,524 (97) | 9,844 (100) | |
| 3. Delhi - Kanpur | 172 (3) | 5,077 (97) | 5,249 (100) | |
| 4. Kanpur - Delhi | 231 (4) | 5,083 (93) | 5,314 (100) | |
| Total (3 + 4) | 403 (4) | 10,160 (96) | 10,563 (100) | |
| 5. Patna - Calcutta | 1,432 (18) | 6,506 (82) | 7,938+1* (100) | |
| 6. Calcutta - Patna | 1,704 (19) | 7,103 (81) | 8,897+1* (100) | |
| Total (5 + 6) | 3,156 (19) | 13,699 (81) | 16,835+2* (100) | |
| 7. Bombay - Bangalore | 1,805 (23) | 6,187 (77) | 7,992 (100) | |
| 8. Bangalore - Bombay | 1,794 (22) | 6,318 (78) | 8,112+4* (100) | |
| Total (7 + 8) | 3,599 (22) | 12,505 (78) | 16,104+4* (100) | |
| 9. Madras - Bangalore | 574 (12) | 4,130 (83) | 4,704 (100) | |
| 10. Bangalore - Madras | 437 (9) | 4,400 (71) | 4,837 (100) | |
| Total (9 + 10) | 1,011 (11) | 8,530 (89) | 9,541 (100) | |
| All Routes | 8,469 (13) | 54,418 (87) | 62,887+6* (100) | |

* Particulars are not known.

ANNEXURE VIII

Distribution of Vehicles by Payload Categories

| Route | Numbers | | | | | | Percentages in Brackets Total |
|--------------------------|---------------------|------------------------------|------------------------------|------------------------------|---------------------|---------------------|----------------------------------|
| | Less than 3 tons | 3 and less than 5 tons | 5 and less than 7 tons | 7 and less than 9 tons | 9 tons and above | | |
| | 1 | 2 | 3 | 4 | 5 | 6 | |
| 1. Amritsar- Delhi | 47 (1) | 126 (3) | 1,243 (26) | 3,270 (70) | 14 (-) | 4,700 (100) | |
| 2. Delhi- Amritsar | 44 (1) | 121 (2) | 1,312 (26) | 3,654 (71) | 13 (-) | 5,144 (100) | |
| Total (1+2) | 91 (1) | 247 (3) | 2,555 (26) | 6,924 (70) | 27 (-) | 9,844 (100) | |
| 3. Delhi- Kanpur | 78 (2) | 188 (4) | 1,756 (33) | 3,170 (60) | 56 (1) | 5,248+1 (100) | |
| 4. Kanpur - Delhi | 81 (1) | 179 (3) | 1,733 (33) | 3,272 (62) | 49 (1) | 5,314 (100) | |
| Total (3+4) | 159 (1) | 367 (4) | 3,489 (33) | 6,442 (61) | 105 (1) | 10,562+1* (100) | |
| 5. Patna - Calcutta | 177 (2) | 2,824 (36) | 3,831 (48) | 979 (12) | 125 (2) | 7,936+3* (100) | |
| 6. Calcutta- Patna | 236 (3) | 2,974 (33) | 4,327 (49) | 1,201 (13) | 160 (2) | 8,898 (100) | |
| Total (5+6) | 413 (3) | 5,798 (34) | 8,158 (48) | 2,180 (13) | 285 (2) | 16,834+3* (100) | |
| 7. Bombay- Bangalore | 107 (2) | 4,827 (67) | 2,677 (33) | 330 (4) | 51 (1) | 7,992 (100) | |
| 8. Bangalore- Bombay | 113 (1) | 4,681 (58) | 2,911 (36) | 352 (4) | 53 (1) | 8,110+6* (100) | |
| Total (7+8) | 220 (1) | 9,508 (59) | 5,588 (35) | 682 (4) | 104 (1) | 16,102+6* (100) | |
| 9. Madras- Bangalore | 76 (2) | 719 (15) | 3,516 (75) | 348 (7) | 45 (1) | 4,704 (100) | |
| 10. Bangalore- Madras | 51 (1) | 738 (15) | 3,622 (75) | 399 (8) | 27 (1) | 4,837 (100) | |
| Total (9+10) | 127 (2) | 1,457 (15) | 7,138 (75) | 747 (8) | 72 (-) | 9,541 (100) | |
| All Routes | 1,010 (1.60) | 17,377 (27.63) | 26,928 (42.82) | 16,975 (26.79) | 593 (0.06) | 62,883+10* (100) | |

ANNEXURE IX

Average Payload of Vehicles Checked on Various Routes

| Route | Mid-point of the Series | Number of trucks | Total Payload (Col.2xCol.1.3) | Average payload |
|-----------------------|-------------------------|--------------------------|-------------------------------|-----------------|
| 1 | 2 | 3 | 4 | 5 |
| Amritsar-Delhi | | | | |
| 0-3 tons | 1.5 | 47 | 70.5 | |
| 3-5 tons | 4.0 | 126 | 504.0 | |
| 5-7 tons | 6.0 | 1,243 | 7,458.0 | |
| 7-9 tons | 8.0 | 3,270 | 26,160.0 | |
| 9- above | 10.0 | 14 | 140.0 | |
| Total | | 4,700 | 34,332.5 | 7.30 |
| Delhi-Amritsar | | | | |
| 0-3 tons | 1.5 | 44 | 66.0 | |
| 3-5 tons | 4.0 | 121 | 484.0 | |
| 5-7 tons | 6.0 | 1,312 | 7,872.0 | |
| 7-9 tons | 8.0 | 3,654 | 29,232.0 | |
| 9- above | 10.0 | 13 | 130.0 | |
| Total | | 5,144 | 37,784.0 | 7.34 |
| Delhi-Kanpur | | | | |
| 0-3 tons | 1.5 | 78 | 117.0 | |
| 3-5 tons | 4.0 | 188 | 752.0 | |
| 5-7 tons | 6.0 | 1,756 | 10,536.0 | |
| 7-9 tons | 8.0 | 3,170 | 25,360.0 | |
| 9- above | 10.0 | 56 | 560.0 | |
| Total | | 5,248¹ | 37,325.0 | 7.11 |
| Kanpur-Delhi | | | | |
| 0-3 tons | 1.5 | 81 | 121.5 | |
| 3-5 tons | 4.0 | 179 | 716.0 | |
| 5-7 tons | 6.0 | 1,733 | 10,398.0 | |
| 7-9 tons | 8.0 | 3,272 | 26,176.0 | |
| 9- above | 10.0 | 49 | 490.0 | |
| Total | | 5,314 | 37,901.5 | 7.13 |
| Patna-Calcutta | | | | |
| 0-3 tons | 1.5 | 177 | 265.5 | |
| 3-5 tons | 4.0 | 2,824 | 11,296.0 | |
| 5-7 tons | 6.0 | 3,831 | 22,986.0 | |
| 7-9 tons | 8.0 | 979 | 7,832.0 | |
| 9- above | 10.0 | 125 | 1,250.0 | |
| Total | | 7,936² | 43,629.5 | 5.49 |
| Calcutta-Patna | | | | |
| 0-3 tons | 1.5 | 236 | 354.0 | |
| 3-5 tons | 4.0 | 2,974 | 11,896.0 | |
| 5-7 tons | 6.0 | 4,327 | 25,962.0 | |
| 7-9 tons | 8.0 | 1,201 | 9,608.0 | |
| 9- above | 10.0 | 160 | 1,600.0 | |
| Total | | 8,898 | 49,420.0 | 5.55 |

-40-
APPENDIX IX (Contd.)

| 1 | 2 | 3 | 4 | 5 |
|-------------------------|------|-------------|----------|------|
| Bombay-Bangalore | | | | |
| 0-3 tons | 1.5 | 107 | 160.5 | |
| 3-5 tons | 4.0 | 4,827 | 19,308.0 | |
| 5-7 tons | 6.0 | 2,677 | 16,062.0 | |
| 7-9 tons | 3.0 | 330 | 2,640.0 | |
| 9- above | 10.0 | 51 | 510.0 | |
| Total | | 7,992 | 38,680.5 | 4.84 |
| Bangalore-Bombay | | | | |
| 0-3 tons | 1.5 | 113 | 169.5 | |
| 3-5 tons | 4.0 | 4,681 | 18,724.0 | |
| 5-7 tons | 6.0 | 2,911 | 17,466.0 | |
| 7-9 tons | 8.0 | 352 | 2,816.0 | |
| 9- above | 10.0 | 53 | 530.0 | |
| Total | | $8,110+6^*$ | 39,705.5 | 4.89 |
| Madras-Bangalore | | | | |
| 0-3 tons | 1.5 | 76 | 114.0 | |
| 3-5 tons | 4.0 | 719 | 2,876.0 | |
| 5-7 tons | 6.0 | 3,516 | 21,096.0 | |
| 7-9 tons | 8.0 | 348 | 2,784.0 | |
| 9- above | 10.0 | 45 | 450.0 | |
| Total | | 4,704 | 27,320.0 | 5.80 |
| Bangalore-Madras | | | | |
| 0-3 tons | 1.5 | 51 | 76.5 | |
| 3-5 tons | 4.0 | 738 | 2,952.0 | |
| 5-7 tons | 6.0 | 3,622 | 21,752.0 | |
| 7-9 tons | 8.0 | 39 | 3,192.0 | |
| 9- above | 10.0 | 27 | 270.0 | |
| Total | | 4,837 | 28,222.5 | 5.83 |

* Particulars are not known.

ANNEXURE X

LOADED AND EMPTY VEHICLES

| Route | Loaded Vehicles | Empty Vehicles | Total |
|-------------------------|-----------------|----------------|-----------------|
| 1. | 2 | 3 | 4 |
| 1. Amritsar-Delhi | 3,541 (75) | 1,159 (25) | 4,700 (100) |
| 2. Delhi-Amritsar | 4,281 (83) | 863 (17) | 5,144 (100) |
| <u>Total (1 + 2)</u> | 7,822 (79) | 2,022 (21) | 9,844 (100) |
| 3. Delhi-Kanpur | 4,169 (79) | 1,080 (21) | 5,249 (100) |
| 4. Kanpur-Delhi | 3,997 (75) | 1,317 (25) | 5,314 (100) |
| <u>Total (3 + 4)</u> | 8,166 (77) | 2,397 (23) | 10,563 (100) |
| 5. Patna-Calcutta | 6,513 (82) | 1,426 (18) | 7,939 (100) |
| 6. Calcutta-Patna | 4,354 (49) | 4,544 (51) | 8,898 (100) |
| <u>Total (5 + 6)</u> | 10,867 (65) | 5,970 (35) | 16,837 (100) |
| 7. Bombay-Bangalore | 6,342 (79) | 1,650 (21) | 7,992 (100) |
| 8. Bangalore-Bombay | 6,081 (75) | 2,035 (25) | 8,116 (100) |
| <u>Total (7 + 8)</u> | 12,423 (77) | 3,685 (23) | 16,108 (100) |
| 9. Madras-Bangalore | 3,343 (71) | 1,361 (29) | 4,704 (100) |
| 10. Bangalore-Madras | 3,816 (79) | 1,021 (21) | 4,837 (100) |
| <u>Total (9 + 10)</u> | 7,159 (75) | 2,382 (25) | 9,541 (100) |
| <u>All Routes</u> | 46,437 (74) | 16,456 (26) | 62,893 (100) |

ANNEXURE XI

Load Factor of Carriers

| Route | Public Carriers | | | Private Carriers | | | Grand Total | | |
|-----------------------|-----------------|------------------|---|------------------|------------------|---|-------------|------------------|---|
| | Capacity | Actual Ton-miles | Percentage of Ton-miles Performed | Capacity | Actual Ton-miles | Percentage of Ton-miles Performed | Capacity | Actual Ton-Miles | Percentage of Ton-Miles Performed |
| | of Col. 1 | of Col. 2 | of Col. 3 | of Col. 4 | of Col. 5 | of Col. 6 | of Col. 7 | of Col. 8 | of Col. 9 |
| 1. Amritsar-Jullundur | 39,73,100 | 28,69,118 | 72 | 1,17,122 | 72,051 | 62 | 40,90,222 | 29,41,169 | 71.9 |
| 2. Delhi-Amritsar | 43,52,955 | 33,89,877 | 78 | 70,711 | 43,367 | 61 | 44,23,664 | 34,33,244 | 77.6 |
| Total (1 + 2) | 83,26,053 | 62,58,995 | 75 | 1,87,833 | 1,15,418 | 61 | 85,13,886 | 63,74,413 | 74.8 |
| 3. Delhi-Kanpur | 30,64,116 | 24,00,707 | 78 | 67,525 | 27,809 | 41 | 31,31,639 | 24,28,516 | 77.5 |
| 4. Kanpur-Delhi | 34,12,027 | 26,48,282 | 78 | 56,284 | 28,485 | 51 | 34,68,311 | 26,76,767 | 77.1 |
| Total (3 + 4) | 64,76,143 | 50,48,989 | 78 | 1,23,807 | 56,294 | 45 | 65,99,950 | 51,05,283 | 77.4 |
| 5. Patna-Calcutta | 47,62,448 | 40,76,767 | 86 | 3,38,887 | 1,93,697 | 57 | 51,01,335 | 42,70,464 | 83.7 |
| 6. Calcutta-Patna | 47,10,824 | 31,34,550 | 67 | 4,85,828 | 1,29,437 | 27 | 51,94,652 | 32,63,987 | 62.8 |
| Total (5 + 6) | 94,73,272 | 72,11,317 | 76 | 8,22,715 | 3,23,134 | 39 | 1,02,95,987 | 75,34,451 | 73.2 |
| 7. Bombay-Bangalore | 56,49,241 | 44,52,190 | 79 | 1,71,472 | 93,607 | 55 | 58,21,313 | 45,55,797 | 78.2 |
| 8. Bangalore-Bombay | 60,06,825 | 40,55,966 | 68 | 2,47,467 | 87,400 | 35 | 62,54,292 | 41,43,366 | 66.2 |
| Total (7 + 8) | 116,56,666 | 85,18,156 | 73 | 4,18,939 | 1,81,007 | 43 | 1,20,75,605 | 86,99,163 | 72.0 |
| 9. Madras-Bangalore | 23,23,184 | 13,68,534 | 66 | 1,14,110 | 43,476 | 38 | 29,42,294 | 19,11,810 | 65.0 |
| 10. Bangalore-Madras | 29,50,305 | 19,07,759 | 65 | 1,03,126 | 48,940 | 47 | 30,53,431 | 19,56,699 | 64.0 |
| Total (9 + 10) | 57,73,489 | 37,76,093 | 65 | 2,17,236 | 92,416 | 43 | 59,95,725 | 38,68,509 | 64.5 |
| All routes | 4,17,10,623 | 3,08,13,550 | 73 | 17,70,530 | 7,68,269 | 43 | 4,34,81,153 | 3,15,81,819 | 72.6 |

Movement of Vehicles according to Different Distance Zones

| None of the route | Total number of vehicles counted | Beyond miles |
|----------------------|----------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| - - - 1 | - - - 2 | - - - 3 | - - - 4 | - - - 5 | - - - 6 | - - - 7 | - - - 8 | - - - 9 | - - - 10 | - - - 11 | - - - |
| 1. Amritsar-Delhi | 4,700 | 404.7 | 326.5 | 261.5 | 215.1 | 151.4 | 100.5 | 59 | 12 | 1 | (0.02) |
| 2. Delhi-Amritsar | 5,143+1* | 441.0 | 356.8 | 301.1 | 253.6 | 167.0 | 106.3 | 58 | 4 | 1 | (0.02) |
| Total (1+2) | 9,843+1* | 845.7 | 683.3 | 562.6 | 475.1 | 318.4 | 206.8 | 117 | 16 | 2 | (0.02) |
| 3. Delhi-Kanpur | 5,249 | 365.4 | 221.8 | 175.3 | 136.2 | 95.0 | 62.9 | 14.9 | 6.7 | 3 | (0.06) |
| 4. Kanpur-Delhi | 5,314 | 394.2 | 242.9 | 202.0 | 160.2 | 105.0 | 70.3 | 15.5 | 8.3 | 8 | (0.1) |
| Total (3+4) | 10,563 | 759.6 | 464.7 | 375.8 | 296.4 | 200.0 | 133.2 | 30.4 | 15.0 | 11 | (0.1) |
| 5. Patna-Calcutta | 7,939 | 686.7 | 487.4 | 394.6 | 364.1 | 262.3 | 18.9 | 12.6 | 1.4 | 1.4 | (0.1) |
| 6. Calcutta-Patna | 8,398 | 724.5 | 468.0 | 368.3 | 341.5 | 245.9 | 150.9 | 86.8 | 43.7 | 16.1 | (0.12) |
| Total (5+6) | 16,357 | 1411.2 | 955.4 | 762.9 | 705.6 | 513.2 | 333 | 84.1 | 32.0 | 35 | (0.2) |
| 7. Bombay-Bangalore | 7,992 | 762.2 | 546.2 | 498.0 | 453.2 | 222.0 | 170.9 | 61.7 | 32.8 | 17 | (0.2) |
| 8. Bengaluru-Bombay | 8,116 | 728.7 | 554.6 | 504.7 | 459.6 | 245.3 | 203.0 | 75.8 | 36.7 | 11 | (0.1) |
| 9. Bengaluru-Bombay | 8,116 | 729.1 | 554.6 | 504.7 | 459.6 | 245.3 | 203.0 | 75.8 | 36.7 | 11 | (0.1) |
| Total (7+8) | 16,103 | 1490.5 | 1100.8 | 1002.7 | 912.8 | 467.3 | 373.9 | 137.5 | 69.5 | 23 | (0.2) |
| 9. Madras-Bangalore | 4,704 | 294.8 | 253.4 | 223.3 | 187.7 | 125.9 | 100.3 | 29.1 | 5.4 | 2 | (0.04) |
| 10. Bangalore-Madras | 4,837 | 62.7 | 53.9 | 47.5 | 39.9 | 26.3 | 21.3 | 6.2 | 1.1 | - | - |
| Total (9+10) | 9,541 | 305.1 | 260.2 | 227.4 | 194.7 | 135.5 | 105.5 | 33.9 | 36 | - | - |
| All Routes | - | - | - | - | - | - | - | - | - | - | - |
| 62,892 + 1* | 51,067 | 37178 | 31547 | 27723 | 15601 | 11030 | 3267 | 1268 | 78 | (0.1) | - |
| - | - | - | - | - | - | - | - | - | - | - | - |

NOTE: Figures in brackets indicate percentages of vehicles in each distance category to the total number of vehicles counted.

* Particulars are not known.

Quantity and Ton-Miles of Commodities Carried on all Routes

| Commodities | Arrister = Delhi | Quantity Carried | Total Ton-miles Performed | Delhi-Amritsar | | | Delhi-Kanpur | | | Kanpur-Delhi | | | Patna - Calcutta | | | Patna - Calcutta - Patna | | |
|--------------------------------|------------------|------------------|---------------------------|----------------|-----------|-----------|--------------|-----------|-----------|--------------|-----------|-----------|------------------|---------|-------|--------------------------|-------|--|
| | | | | Carried | Total | Carried | Total | Carried | Total | Carried | Total | Carried | Total | Carried | Total | Carried | Total | |
| 1. | 2. | 3. | 4. | 5. | 6. | 7. | 8. | 9. | 10. | 11. | 12. | 13. | 14. | 15. | 16. | 17. | | |
| 1. Foodgrains | 2,823.16 | 294,068 | 2,782.91 | 281,195 | 2,890.58 | 179,410 | 1,413.70 | 1,66,435 | 4,335.09 | 3,45,185 | 1,365.88 | 97,175 | | | | | | |
| 2. Oilsseeds | 836.52 | 122,796 | 1,256.42 | 158,211 | 1,080.13 | 66,820 | 994.96 | 91,704 | 100.14 | 27,775 | 103.04 | | | | | | | |
| 3. Cotton and Jute Raw | 1,148.33 | 197,731 | 707.80 | 86,332 | 1,749.90 | 407,503 | 215.64 | (3.4) | (0.5) | (0.6) | (0.5) | 6,267 | | | | | | |
| 4. Fruits and Vegetables | 2,342.84 | 523,638 | 1,609.97 | 291,914 | 3,254.90 | 269,691 | 3,270.37 | 2,89,156 | 407.84 | 1,64,062 | 434.30 | 46,154 | | | | | | |
| 5. Other Agricultural Products | 481.59 | 48,438 | 396.51 | 32,512 | 556.24 | 25,106 | 837.84 | 39,822 | (1.3) | (3.8) | (2.1) | (1.4) | | | | | | |
| 6. Provisions | 2,327.17 | 486,381 | 1,117.80 | 1,75,851 | 611.22 | 92,293 | 205.42 | 52,998 | 589.14 | 7,42,623 | 824.91 | 71,420 | | | | | | |
| 7. Finished Goods | 711.06 | 1,400 | 236.11 | 33,655 | 739.87 | 126,354 | 341.89 | 69,825 | 359.09 | 87,910 | 43,026 | 31,44 | 21,208 | | | | | |
| 8. Mineral Ores | 15.06 | 320 | 27.37 | 4,548 | — | — | — | — | (1.1) | (1.1) | (1.1) | (1.6) | | | | | | |
| 9. Mineral Oils | 159.21 | 1,2161 | 1,128.83 | 210,906 | 494.68 | 32,11.5 | 94.90 | 69.85 | 212.30 | 10,014 | 920.03 | 205,097 | | | | | | |
| 10. Wood & Timber | 297.35 | 411,257 | 978.00 | 1,05,906 | 223.78 | 17,065 | 812.93 | 63,580 | 949.29 | 1,27,273 | 621.39 | 1,09,624 | | | | | | |
| 11. Sugar and Gur | 291.15 | 27,910 | 4,822.16 | 8,14,830 | 2,293.30 | 3,56,713 | 6,830.98 | 6,05,180 | 183.00 | 17,353 | 211.38 | 22,774 | | | | | | |
| 12. Iron & Steel | 1,074.47 | 132,566 | 1,083.55 | 1,35,013 | 762.89 | 73,255 | 860.97 | 1,51,011 | 852.02 | 1,69,017 | 1,693.84 | 2,86,830 | | | | | | |
| 13. Tobacco | 29.46 | 3,610 | 276.69 | 51,404 | 79.82 | 22,556 | 148.89 | 49,398 | 133.58 | 41,123 | 92.84 | 42,869 | | | | | | |
| 14. Textiles | 559.12 | 70,563 | 869.86 | 1,70,618 | 855.46 | 1,61,566 | 1,212.20 | 291,040 | 226.07 | 89,958 | 592.85 | 1,54,219 | | | | | | |
| 15. Miscellaneous | 943.05 | 135,735 | 2,128.55 | 3,61,995 | 1,783.73 | 2,54,462 | 1,418.90 | 2,71,123 | 1,049.48 | 2,80,325 | 3,397.24 | 6,50,042 | | | | | | |
| 16. Building Materials | 2,693.61 | 176,015 | 3,022.42 | 1,87,683 | 3,859.24 | 1,65,687 | 758.83 | 32,042 | 4,842.34 | 210,196 | 1,709.90 | 81,482 | | | | | | |
| 17. Others | 1,232.21 | 152,386 | 2,577.77 | 3,30,671 | 1,995.07 | 1,79,922 | 2,833.70 | 3,77,520 | 13,104.47 | 17,36,277 | 5,862.85 | 12,39,031 | | | | | | |
| TOTAL | 19,764 | 29,41,169 | 25,022.70 | 34,33,244 | 23,250.86 | 24,26,516 | 22,294.09 | 26,76,767 | 31,610.58 | 42,70,464 | 20,228.11 | 3,265,987 | | | | | | |
| | (100.0) | (100.0) | (100.0) | (100.0) | (100.0) | (100.0) | (100.0) | (100.0) | (100.0) | (100.0) | (100.0) | (100.0) | | | | | | |

ANNEXURE X.IV
Tonnage of Important Commodities Moved according to Different Distance Zones

| modity | Route | Total Tonnage moved | Tonnage moving | | | Beyond 50 miles | | | Beyond 100 miles | | | Beyond 500 miles | | | Beyond 1000 miles | | |
|--------------------------|------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|-------------------|------------------|------------------|------------------|-------------------|-------------------|--|
| | | | Beyond 25 miles | Beyond 50 miles | Beyond 75 miles | Beyond 100 miles | Beyond 150 miles | Beyond 200 miles | Beyond 300 miles | Beyond 400 miles | Beyond 500 miles | Beyond 600 miles | Beyond 700 miles | Beyond 800 miles | Beyond 900 miles | Beyond 1000 miles | |
| lachuri | Goods - Calcutta-Patna | 920.03 | 855.66 (93.0) | 821.51 (89.3) | 793.60 (86.6) | 773.49 (84.1) | 739.85 (41.3) | 324.29 (35.3) | 125.27 (13.5) | 62.20 (6.9) | 13.75 (1.5) | | | | | | |
| | Bombay - Bangalore | 915.89 | 914.05 (93.8) | 912.71 (92.0) | 910.71 (88.5) | 794.86 (86.8) | 407.8 (44.5) | 353.65 (38.6) | 192.87 (21.1) | 165.69 (15.1) | 27.76 (5.0) | | | | | | |
| Car & Gar | Delhi-Kanpur | 2,295.30 | 2,174.52 (99.4) | 2,116.95 (94.8) | 1,771.98 (92.3) | 1,167.52 (77.8) | 529.31 (50.9) | 44.10 (1.9) | | | | | | | | | |
| | Kanpur - Delhi | 6,350.98 | 6,277.06 (91.9) | 5,216.65 (47.1) | 2,186.05 (32.0) | 2,033.26 (29.8) | 1,487.8 (21.8) | 1,048.66 (15.4) | 1,09.83 (1.6) | 7.16 (0.1) | | | | | | | |
| General | Bangalore - Bangalore | 3,727.01 | 1,649.52 (95.5) | 1,504.99 (87.0) | 1,2467.36 (85.0) | 1,307.71 (75.7) | 743.6 (43.2) | 565.35 (32.7) | 39.56 (2.5) | 4.65 (0.5) | | | | | | | |
| | Delhi - Amritsar | 4,822.16 | 4,661.50 (96.7) | 4,584.35 (94.0) | 4,381.44 (89.8) | 3,752.47 (77.8) | 2,952.6 (61.2) | 1,817.05 (57.7) | 1,35.96 (0.3) | 1.35.96 (0.3) | | | | | | | |
| General | Delhi - Amritsar | 1,128.83 | 1,106.89 (98.9) | 982.68 (87.7) | 984.65 (79.3) | 861.11 (76.3) | 728.53 (63.5) | 570.38 (51.3) | 35.91 (4.1) | 35.91 (4.1) | | | | | | | |
| | Bombay - Bangalore | 5,542.60 | 5,521.46 (92.6) | 5,099.38 (92.0) | 4,890.54 (88.2) | 4,819.64 (86.9) | 4,106.21 (19.1) | 936.09 (16.9) | 131.29 (10.2) | 131.29 (10.2) | 4.16 (0.1) | | | | | | |
| ed. & Timber | Amritsar - Delhi | 2,297.33 | 2,289.06 (99.2) | 2,065.25 (88.5) | 1,919.01 (77.7) | 1,823.12 (75.0) | 1,250.9 (61.2) | 938.92 (57.7) | 938.92 (57.7) | 938.92 (57.7) | 33.98 (0.2) | | | | | | |
| Coal, G.O.C. & Coke etc. | Patna - Calcutta | 11,746.68 | 11,689.98 (99.5) | 11,486.72 (97.8) | 10,178.18 (86.7) | 9,456.92 (80.7) | 901.40 (7.7) | 11.00 (0.1) | 4.00 (0.5) | 4.00 (0.5) | | | | | | | |
| | Calcutta - Patna | 3,489.53 | 3,481.36 (95.8) | 3,465.22 (99.5) | 3,359.52 (98.6) | 3,402.78 (97.5) | 3,281.82 (94.0) | 1,729.44 (49.6) | 1,729.44 (49.6) | 1,729.44 (49.6) | | | | | | | |
| | Bangalore - Bangalore | 3,288.94 | 3,288.94 (99.3) | 721.49 (89.4) | 724.41 (87.4) | 705.65 (85.1) | 650.45 (76.9) | 592.60 (71.9) | 526.27 (59.4) | 245.22 (29.6) | | | | | | | |
| | Bombay - Bangalore | 799.50 | 789.99 (99.3) | 705.97 (88.5) | 700.36 (88.0) | 69.36 (87.2) | 566.04 (71.2) | 513.68 (64.6) | 228.61 (28.7) | 119.14 (15.0) | | | | | | | |
| | Delhi - Kanpur | 355.46 | 1777.96 (96.9) | 624.37 (73.0) | 542.84 (63.4) | 506.62 (59.2) | 426.16 (49.3) | 336.31 (39.3) | 113.85 (13.3) | 37.76 (4.4) | | | | | | | |
| | Kanpur - Delhi | 1,212.20 | 1,116.12 (92.8) | 966.68 (80.4) | 938.85 (78.1) | 833.77 (69.4) | 779.52 (64.8) | 710.20 (59.1) | 124.99 (10.4) | 79.58 (6.6) | 16.9 (1.1) | | | | | | |
| | Bangalore - Bangalore | 1,257.88 | 1,251.04 (99.5) | 1,095.09 (87.1) | 1,056.99 (84.8) | 1,017.16 (80.9) | 685.82 (52.4) | 605.09 (47.9) | 190.68 (15.2) | 60.86 (4.8) | | | | | | | |
| | Calcutta - Patna | 1,693.84 | 1,589.85 (93.9) | 1,460.01 (86.2) | 1,397.10 (82.5) | 1,387.82 (81.9) | 39.61.14 (23.4) | 338.15 (20.0) | 200.16 (11.8) | 52.46 (3.1) | | | | | | | |
| Iron & Steel | Cotton & Jute raw | 981.24 | 978.52 (90.8) | 887.43 (90.4) | 867.60 (88.4) | 857.70 (87.4) | 630.94 (64.3) | 630.94 (64.3) | 190.68 (15.2) | 60.86 (4.8) | | | | | | | |
| | Amritsar - Delhi | 1,148.33 | 1,117.07 (97.3) | 1,056.95 (90.3) | 971.55 (84.6) | 900.60 (78.1) | 774.24 (67.4) | 357.70 (51.1) | 26.15 (2.5) | 6.87 (0.6) | | | | | | | |
| | Delhi - Kanpur | 1,749.90 | 1,405.67 (80.3) | 1,295.00 (73.9) | 1,265.29 (72.2) | 1,225.42 (70.8) | 1,128.76 (64.5) | 977.28 (55.8) | 265.00 (15.0) | 75.03 (8.6) | | | | | | | |
| | Delhi-Amritsar | 2,782.91 | 2,625.96 (94.36) | 2,021.37 (72.66) | 1,727.51 (62.97) | 1,610.28 (47.98) | 229.96 (15.50) | 7.53 (0.26) | | | | | | | | | |
| | Amritsar - Delhi | 2,825.16 | 2,629.32 (93.15) | 2,125.35 (75.99) | 1,375.89 (68.66) | 1,112.52 (39.40) | 558.75 (19.79) | 368.75 (12.68) | | | | | | | | | |
| | Delhi - Kanpur | 2,390.58 | 2,254.04 (93.90) | 1,010.55 (78.06) | 629.32 (54.99) | 558.25 (21.8) | 302.65 (19.3) | 151.65 (10.5) | 151.65 (10.5) | 0.57 (0.0) | | | | | | | |
| | Foodgrains | 2,244.19 | 2,053.16 (92.50) | 2,025.16 (88.68) | 1,058.48 (74.99) | 957.61 (67.9) | 450.40 (51.8) | 215.20 (15.1) | 7.53 (0.5) | 7.53 (0.5) | 4.41 (0.1) | | | | | | |
| | Bombay - Bangalore | 2,289.96 | 2,244.19 | 1,631.72 (82.50) | 518.57 (50.46) | | | | | | |

ANNEXURE XIV (Continued)

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
|-----------------------|--------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|------------------|------------------|----|----|
| Provisions | Bangalore - Bombay | 2,003.66 | 2,087.04 (99.7) | 1,959.53 (93.6) | 1,830.27 (87.4) | 1,719.53 (82.1) | 1,503.36 (62.2) | 1,208.77 (57.7) | 744.97 (35.6) | 212.37 (10.1) | - | - |
| Amritsar - Delhi | 2,327.17 | 2,299.80 (98.32) | 2,165.72 (93.06) | 2,075.43 (89.18) | 1,835.37 (78.89) | 1,625.34 (69.84) | 1,242.91 (53.41) | 104.75 (4.50) | 27.95 (1.20) | - | - | - |
| Calcutta - Patna | 1,018.32 | 968.83 (95.14) | 856.20 (84.08) | 735.60 (72.24) | 697.44 (68.49) | 338.22 (33.21) | 279.05 (27.40) | 173.52 (17.04) | 34.01 (3.34) | - | - | - |
| Fruits and Vegetables | Amritsar - Delhi | 2,542.84 (99.40) | 2,328.67 (99.40) | 2,256.13 (96.30) | 2,074.29 (88.54) | 2,016.77 (86.09) | 1,899.81 (81.09) | 1,666.28 (71.12) | 9.37 (0.40) | - | - | - |
| Delhi - Amritsar | 1,609.97 | 1,580.05 (98.14) | 1,506.58 (93.58) | 1,404.84 (87.25) | 1,303.73 (80.98) | 1,074.76 (66.76) | 627.98 (40.25) | 92.79 (5.76) | - | - | - | - |
| Bangalore - Bombay | 3,591.01 | 3,567.52 (99.3) | 3,031.40 (84.4) | 2,326.39 (81.5) | 2,710.87 (75.5) | 4,011.81 (28.2) | 630.30 (17.6) | 143.66 (4.0) | 33.31 (0.9) | - | - | - |
| Patna - Calcutta | 3,867.45 | 3,746.99 (96.89) | 3,334.38 (86.22) | 3,116.25 (80.58) | 3,005.35 (77.71) | 2,630.00 (68.00) | 1,265.15 (32.71) | 732.94 (18.95) | 65.32 (1.69) | 4.62 (0.12) | - | - |
| Delhi - Kanpur | 3,254.91 | 3,212.29 (98.7) | 1,891.87 (58.1) | 1,238.47 (38.1) | 533.15 (16.4) | 288.13 (8.9) | 135.17 (4.2) | 48.16 (1.5) | 7.68 (0.3) | - | - | - |
| Kanpur - Delhi | 3,270.57 | 2,991.87 (91.5) | 1,681.98 (57.5) | 1,675.42 (51.2) | 1,117.20 (34.2) | 348.37 (10.7) | 174.96 (5.3) | 27.05 (0.8) | 22.77 (0.7) | - | - | - |

Average Load of Various Commodities on Different Routes

| Commodities | Auritsar— Delhi | Delhi— Amritsar | Kanpur— Delhi | Kanpur— Patna | Calcutta— Patna | Bombay— Patna | Bangalore— Patna | Madras— Patna | Madras— Bangalore | Madras— Madrass |
|----------------------------------|--------------------|--------------------|------------------|------------------|--------------------|------------------|---------------------|------------------|----------------------|--------------------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 1. Fruits | 104.16 | 101.04 | 62.07 | 117.73 | 79.63 | 71.18 | 139.05 | 101.90 | 130.23 | 99.53 |
| 2. Oils and Oils | 146.79 | 125.92 | 618.63 | 92.17 | 277.36 | 60.82 | 100.22 | 209.14 | 84.05 | 162.43 |
| 3. Cotton and Jute, Raw | 172.10 | 121.97 | 232.87 | 219.00 | 202.27 | 106.23 | 282.67 | 255.84 | 255.28 | 280.18 |
| 4. Fruits and Vegetables | 223.51 | 181.32 | 82.86 | 88.40 | 192.02 | 86.58 | 146.99 | 136.80 | 159.01 | 206.72 |
| 5. Sugarcane | 57.97 | 70.27 | 13.06 | 13.04 | 104.16 | 201.01 | 53.23 | 111.28 | 30.45 | 86.90 |
| 6. Other Agricultural Products | 100.58 | 82.00 | 41.54 | 21.91 | 158.91 | 67.45 | 77.22 | 93.14 | 91.44 | 78.78 |
| 7. Provisions | 209.00 | 157.32 | 151.00 | 260.53 | 264.96 | 173.47 | 201.75 | 266.91 | 205.13 | 205.34 |
| 8. All Live Animals | 119.51 | 114.44 | 106.68 | 131.56 | 273.81 | 153.54 | 105.82 | 150.84 | 48.23 | 173.21 |
| 9. Raw Products of Animals | 110.54 | 91.61 | 124.37 | 136.68 | 395.94 | 81.62 | 176.69 | 104.44 | 92.95 | 150.62 |
| 10. Milk and Milk Products | 161.92 | 296.91 | 33.35 | 445.51 | 269.57 | 97.04 | 187.25 | 182.86 | 12.84 | 159.04 |
| 11. Finished Goods | 205.92 | 142.54 | 170.73 | 204.23 | 244.81 | 220.75 | 255.72 | 234.49 | 216.07 | 213.52 |
| 12. Rubber and Rubber Products | 49.07 | 215.51 | 232.92 | 366.24 | 477.77 | 621.88 | 419.13 | 496.48 | 196.21 | 216.16 |
| 13. Wooden Manufactured Goods | 167.53 | 84.27 | 204.09 | 133.35 | 199.93 | 138.97 | 139.33 | 208.82 | 214.76 | 209.53 |
| 14. Glass Products | 104.13 | 208.98 | 185.19 | 127.21 | 324.73 | 191.49 | 336.31 | 185.41 | 130.63 | 178.00 |
| 15. Leather and Leather Products | 176.89 | 176.90 | 246.47 | 102.00 | 355.56 | 355.56 | 355.56 | 355.56 | 355.56 | 355.56 |
| 16. Coal | 83.80 | 70.70 | 32.72 | 55.78 | 121.98 | 188.91 | 117.11 | 110.06 | 68.95 | 136.48 |
| 17. Mineral Ores | 61.09 | 166.17 | — | 267.42 | 173.76 | 102.42 | 78.36 | 241.02 | 41.17 | 82.08 |
| 18. Building Material | 65.37 | 62.10 | 42.93 | 422.26 | 45.40 | 47.65 | 98.16 | 258.98 | 47.87 | 24.08 |
| 19. Mineral Oils | 76.34 | 106.84 | 64.92 | 73.39 | 47.17 | 109.78 | 133.82 | 87.85 | 133.72 | 62.67 |
| 20. Products of Forests | 179.02 | 108.29 | 76.26 | 78.21 | 134.07 | 77.74 | 97.53 | 60.93 | 48.97 | 118.34 |
| 21. Sugar and Gur | 95.36 | 168.98 | 155.55 | 88.59 | 94.83 | 107.72 | 124.98 | 157.27 | 162.89 | 104.92 |
| 22. Ghee and Vegetable Oils | 127.02 | 142.91 | 77.20 | 108.39 | 210.83 | 211.38 | 151.53 | 230.75 | 241.28 | 241.72 |
| 23. Cement | 23.95 | 93.61 | 21.37 | 32.03 | 106.59 | 110.62 | 57.68 | 63.01 | 155.50 | 174.27 |
| 24. Iron and Steel | 123.37 | 124.60 | 96.02 | 175.40 | 198.37 | 169.34 | 207.26 | 135.86 | 202.26 | 171.66 |
| 25. Salt | 132.07 | 161.82 | 36.00 | 40.68 | 173.12 | 157.58 | 105.52 | 75.90 | 154.22 | 40.23 |
| 26. Paper | 129.82 | 183.67 | 190.33 | 146.29 | 158.84 | 168.38 | 134.88 | 214.87 | 120.88 | 54.41 |
| 27. Tea, Tea & Cacao | 122.28 | 190.99 | 126.08 | 391.76 | 160.09 | 448.25 | 181.46 | 449.08 | 267.95 | 295.19 |
| 28. Tobacco | 122.54 | 185.78 | 282.59 | 331.78 | 307.85 | 461.75 | 180.86 | 398.03 | 202.49 | 207.00 |
| 29. Manures | 94.41 | 35.92 | 49.83 | 276.31 | 82.97 | 66.34 | 136.80 | 54.93 | 120.46 | 59.33 |
| 30. Textiles | 196.50 | 196.14 | 188.86 | 242.09 | 397.92 | 260.13 | 273.35 | 339.69 | 236.78 | 202.50 |
| 31. Miscellaneous | 143.93 | 170.07 | 142.25 | 191.08 | 267.11 | 191.34 | 229.61 | 242.46 | 190.58 | 182.92 |
| Total Average Load | 148.81 | 157.21 | 104.54 | 120.07 | 135.10 | 161.36 | 171.42 | 164.53 | 145.13 | 131.43 |

Quantities moved by rail in respect of commodities which move in substantial quantities by road over distances exceeding 200 miles on some of the Survey routes

| | | (Quantity in Tons) | | Percentage increase (+) or decrease (-) in 1957-58 over 1956-57 | | Percentage increase (+) or decrease (-) in 1958-59 over 1956-57 | | Percentage increase (+) or decrease (-) in 1958-59 over 1957-58 | |
|--------------------------|------------|--------------------|-----------|---|-------|---|-------|---|------------|
| Commodities | Route-wise | | | | | | | | |
| 1956-57 | 1957-58 | 1958-59 | | | | | | | |
| Sugar - Amritsar - Delhi | | | | | | | | | |
| Sugar, Gur etc. | N.A. | 11,046 | 3,011 | - | - | - | - | - | (-) 69.4 |
| Mineral Oils | N.A. | 9,622 | 2,507 | - | - | - | - | - | (-) 73.9 |
| Wood and Timber | N.A. | 15,670 | 3,036 | - | - | - | - | - | (-) 80.6 |
| Cotton and Jute Raw | N.A. | 2,876 | 3,178 | - | - | - | - | - | (-) 10.5 |
| Foodgrains | N.A. | 30,525 | 73,005 | - | - | - | - | - | (-) 19.4 |
| Fruits and Vegetables | N.A. | 4,594 | 2,573 | - | - | - | - | - | (-) 44.0 |
| Delhi - Kanpur | | | | | | | | | |
| Sugar and Gur etc. | N.A. | 5,238 | 2,786 | - | - | - | - | - | (-) 46.8 |
| Cotton Manufactures | N.A. | 1,839 | 2,191 | - | - | - | - | - | (+) 19.1 |
| Foodgrains | N.A. | 69,953 | 1,79,780 | - | - | - | - | - | (+) 157.0 |
| Fruits and Vegetables | N.A. | 125 | 1,876 | - | - | - | - | - | (+) 1500.8 |
| Calcutta - Patna * | | | | | | | | | |
| Coal and Coke | 14,65,520 | 17,09,319 | 14,39,206 | (+) | 16.6 | (-) | 1.8 | (-) | 15.9 |
| Iron and Steel Wrought | 12,015 | 30,589 | 40,929 | (+) | 154.6 | (+) | 240.6 | (+) | 33.8 |
| Foodgrains | | 14,691 | 35,198 | (+) | 227.8 | (+) | 685.4 | (+) | 139.6 |
| Mumbai - Bangalore | | | | | | | | | |
| Mineral Oils | 42,559 | 37,055 | (-) | 76.4 | (-) | 13.0 | (+) | 269.1 | |
| Cotton Manufactures | 789 | 1,255 | (+) | 131.5 | (+) | 59.2 | (-) | 31.2 | |
| Iron & Steel Wrought | 25,167 | 43,997 | (+) | 32,32 | (+) | 74.8 | (+) | 28.4 | (-) |
| Cotton and Jute Raw | | | | 7,368 | (+) | 67.7 | (-) | 46.5 | (-) |
| Provisions | 4,394 | 4,394 | (+) | 2,355 | (+) | 67.7 | (-) | 46.5 | (-) |
| Foodgrains | 2,361 | 3,613 | (+) | 2,46 | (+) | 53.0 | (+) | 4.5 | (-) |
| Fruits and Vegetables | 69,893 | 91,266 | (+) | 78,86 | (+) | 30.5 | (+) | 12.8 | (-) |
| | 836 | 185 | (+) | 1,105 | (-) | 77.9 | (+) | 32.2 | (+) |

* Excludes the figures for Calcutta - Gaya Section.

Note: Percentage share of road is based on the figures obtained from the Goods Traffic Survey and that of rail on the figures supplied by the Railway Board.

ANNEXURE XVIII

Movement of commodities by rail and road between selected pairs of stations on Amritsar-Delhi Route during the period 23.11.59 to 29.11.59.

(Figures in Tons)

| Commodity | Delhi to Amritsar | | | Amritsar to Delhi | | |
|----------------------------------|-------------------|----------------------------------|-----------------|----------------------------------|-------------|----------------------------------|
| | By rail | | By road | By rail | | By road |
| | Total | Percent- age share by rail | Total | Percent- age share by rail | Total | Percent- age share by rail |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| Products of Agriculture | 143.75 | 88.25 | 237.00 | 62.8 | 37.2 | 13.92 |
| Divisions | Nil | 138.04 | 138.04 | Nil | 100.0 | 601.81 |
| Live animals and Animal products | 0.04 | 2.20 | 2.24 | 1.8 | 98.2 | 0.52 |
| Finished Goods | 2.09 | 19.69 | 21.78 | 9.6 | 90.4 | 0.22 |
| Products of Mines | 15.61 | 149.03 | 164.64 | 9.5 | 90.5 | Nil |
| Products of Forest | 14.12 | 7.82 | 7.82 | Nil | 100.0 | 0.18 |
| Manufactures | 12.58 | 382.28 | 394.66 | 3.1 | 96.9 | 0.62 |
| Others | 23.07 | 347.95 | 371.02 | 6.2 | 93.8 | 0.81 |
| Total:- | 201.94 | 1,135.26 | 1,337.20 | 15.1 | 84.9 | 16.09 |
| | | | | | | 1,331.59 |
| | | | | | | 1.2 |
| | | | | | | 98.8 |
| <u>Pathankot to Delhi</u> | | | | | | |
| Products of Agriculture | Nil | 197.85 | 197.85 | Nil | 100.0 | 2.50 |
| Provisions | Nil | 57.26 | 57.26 | Nil | 100.0 | Nil |
| Animals and Animal products | Nil | 5.51 | 5.51 | Nil | 100.0 | 0.51 |
| Finished Goods | 1.40 | 7.70 | 5.10 | 15.4 | 84.6 | Nil |
| Products of Mines | 18.70 | 193.82 | 212.52 | 8.8 | 91.2 | 25.00 |
| Products of Forests | 0.18 | 0.18 | 0.36 | 50.0 | 50.0 | Nil |
| Manufactures | 2.68 | 241.98 | 244.66 | 1.1 | 98.9 | 577.18 |
| All others | 15.36 | 165.31 | 181.17 | 8.5 | 91.5 | 1.94 |
| Total:- | 38.32 | 870.11 | 908.43 | 4.2 | 95.8 | 5.51 |
| | | | | | | 449.99 |
| | | | | | | 1,455.50 |
| | | | | | | 0.4 |

Note: Figures of movement by road have been taken from the Goods Traffic Survey on the route held from 23.11.59 to 30.11.59.

ANNEXURE XIX

Movement of Commodities by rail and road between selected pairs of stations on Delhi-Kanpur Route during the period 16.12.59 to 22.12.59.

(Figures in Tons)

| Commodity | Delhi to Kanpur | | | Kanpur to Delhi | | | Percentage share by road | Percentage share by rail |
|----------------------------|-----------------|---------|--------|-----------------|---------|-------|--------------------------|--------------------------|
| | By rail | By road | Total | By rail | By road | Total | | |
| 1. Products of agriculture | 0.31 | 66.79 | 67.60 | 1.2 | 98.8 | 99.0 | Nil | 100.0 |
| 2. Finished Goods | 0.11 | Nil | 5.11 | 100.0 | Nil | 1.38 | Nil | 100.0 |
| 3. Products of Mines | Nil | 18.00 | 18.00 | Nil | 100.0 | Nil | Nil | - |
| 4. Manufacture | 0.51 | 205.42 | 205.93 | 0.2 | 99.8 | 1.18 | 515.59 | 99.8 |
| 5. Others | 14.29 | 314.82 | 329.11 | 4.4 | 95.6 | 0.51 | 547.17 | 0.1 |
| Total: | 20.72 | 605.03 | 625.75 | 3.3 | 96.7 | 3.57 | 1261.13 | 99.7 |
| | | | | | | | 0.3 | 0.3 |

Note: Figures of movement by road have been taken from the Goods Traffic Survey on the route held from 16.12.59 to 23.12.59.

Movement of commodities by road and rail on the route during the period 1.1.60 to 1.1.60
Opstations on Calcutta-Burdwan route during the period 1.1.60 to 1.1.60.

(Figures 1)

| Commodity | Calcutta to Asansol | | Asansol to Calcutta | | Percentage share by rail | Percentage share by road | Total | By road | By rail |
|--------------------------------|---------------------|----------|---------------------|-------|--------------------------|--------------------------|----------|----------|---------|
| | Calcutta | Total | Calcutta | Total | | | | | |
| 1. Products of Agriculture | 63.05 | 537.41 | 88.3 | 11.7 | 16.16 | 5.51 | 21.67 | 74.6 | |
| Foodgrains | 474.36 | 26.38 | 500.74 | 94.7 | 5.3 | 16.16 | 5.51 | 21.67 | 74.6 |
| Fresh Fruits and Vegetables | Nil | 36.37 | 36.67 | - | 100.0 | Nil | Nil | - | - |
| 2. Provisions | 35.59 | 35.59 | - | 100.0 | - | 100.0 | - | - | - |
| 3. Animals and Animal Products | - | - | - | - | 0.36 | Nil | 0.36 | 100.0 | |
| Livestock | - | - | - | - | 0.36 | Nil | 0.36 | 100.0 | |
| 4. Finished Goods | 139.48 | 144.07 | 3.2 | 96.8 | 1.77 | 23.03 | 24.80 | 7.1 | |
| 5. Products of Mines: | 6.94 | 194.95 | 201.89 | 3.4 | 96.6 | 2.718.03 | 516.33 | 3.234.36 | 84.0 |
| Coal & Coke | Nil | 3.67 | 3.67 | - | 100.0 | 2.694.00 | 505.34 | 3.199.34 | 84.2 |
| Building Material | Nil | 6.80 | 6.80 | - | 100.0 | Nil | Nil | - | - |
| Bitumen (asphalt) | 5.47 | 5.47 | 100.0 | - | Nil | Nil | Nil | - | - |
| Sand | Nil | Nil | - | - | 24.03 | Nil | 24.03 | 100.0 | |
| Mineral oils | 1.47 | 184.48 | 185.95 | 0.8 | 99.2 | Nil | 10.99 | 10.99 | - |
| Products of Forests | 0.70 | 18.01 | 18.71 | 3.7 | 96.3 | Nil | - | - | - |
| Manufactures | 5.47 | 156.52 | 161.99 | 3.4 | 96.6 | 5.97 | 40.17 | 44.14 | 9.0 |
| All others | 0.33 | 490.94 | 491.27 | 0.1 | 99.9 | 1.9.84.134.62 | 15.16.17 | 16.17 | 9.0 |
| 6. Products of Forests | 0.70 | 18.01 | 18.71 | 3.7 | 96.3 | Nil | Nil | - | - |
| 7. Manufactures | 5.47 | 156.52 | 161.99 | 3.4 | 96.6 | 3.97 | 40.17 | 44.14 | 9.0 |
| 8. All others | 0.33 | 490.94 | 491.27 | 0.1 | 99.9 | 19.84.134.62 | 154.46 | 12.8 | |
| Total:- | 492.39 | 1,098.54 | 1,590.93 | 31.0 | 62.0 | 2,760.13 | 719.66 | 3,479.79 | 79.3 |

Note:- Figures of movement by road have been taken from the Goods Traffic Survey on the route held from 5.1.60 to 12.1.60.

ANNEXURE XX -- Contd--

| | | | | | | | | | | (Figures in Tons) | |
|--------------------------------|------|--------|--------|-------|-------|---------|----------|----------|-------|----------------------|----|
| | | | | | | | | | | Raniganj to Calcutta | |
| | | | | | | | | | | 10 | 11 |
| | | | | | | | | | | 9 | |
| | | | | | | | | | | 8 | |
| | | | | | | | | | | 7 | |
| | | | | | | | | | | 6 | |
| | | | | | | | | | | 5 | |
| | | | | | | | | | | 4 | |
| | | | | | | | | | | 3 | |
| | | | | | | | | | | 2 | |
| | | | | | | | | | | 1 | |
| | | | | | | | | | | 0 | |
| 1. Products of Agriculture | 0.73 | 112.44 | 113.17 | 0.6 | 99.4 | Nil | 18.43 | 18.43 | - | 100.0 | |
| Foodgrains | Nil | 56.83 | 56.83 | 100.0 | - | - | - | - | - | - | |
| Jute Twine | 0.73 | Nil | 0.73 | 100.0 | - | - | - | - | - | - | |
| Fresh Fruits and Vegetables | Nil | 55.61 | 55.61 | - | 100.0 | - | 18.43 | 18.43 | - | 100.0 | |
| 2. Provisions | Nil | 41.25 | 41.25 | - | 100.0 | Nil | Nil | Nil | - | - | |
| 3. Animals and Animal Products | 0.11 | Nil | 0.11 | 100.0 | - | - | - | - | - | - | |
| 4. Finished Goods | 0.59 | 29.39 | 30.43 | 1.9 | 98.1 | - | - | - | - | - | |
| 5. Products of Mines | Nil | 36.53 | 36.53 | - | 100.0 | 1442.00 | 3820.10 | 5,262.10 | 27.4 | 72.6 | |
| Coal and Coke | - | Nil | - | - | - | 1442.00 | 3602.59 | 5,244.59 | 27.5 | 72.5 | |
| Building Material | - | 24.53 | 24.53 | - | 100.0 | Nil | 17.51 | 17.51 | - | 100.0 | |
| Mineral Oils | - | 12.00 | 12.00 | - | 100.0 | - | - | - | - | - | |
| 6. Products of Forests | Nil | 14.71 | 14.71 | 100.0 | - | - | 10.00 | 10.00 | - | 100.0 | |
| 7. Manufactures | 1.14 | 101.48 | 102.62 | 1.1 | 98.9 | 120.50 | 14.24 | 154.74 | 89.4 | 10.6 | |
| Paper | 0.84 | Nil | 0.84 | 100.0 | - | 120.50 | Nil | 120.50 | 100.0 | - | |
| Cigarette | 0.11 | Nil | 0.11 | 100.0 | - | - | - | - | - | - | |
| Iron and Steel | 0.19 | 84.95 | 85.14 | 0.2 | 99.8 | Nil | 11.24 | 11.24 | - | 100.0 | |
| Textiles | Nil | 16.53 | 16.53 | - | 100.0 | Nil | 3.00 | 3.00 | - | 100.0 | |
| 3. All Others | 0.13 | 350.78 | 350.96 | 0.1 | 99.9 | 0.84 | 35.09 | 35.93 | 2.3 | 97.7 | |
| TOTAL | 2.75 | 687.08 | 689.83 | 0.4 | 99.6 | 1563.34 | 3.897.86 | 5.461.20 | 28.6 | 71.4 | |

Note: Figures of movement by road have been taken from the Goods Traffic Survey on the route held from 5.1.60 to 12.1.60.

MOVEMENT OF COMMODITIES BY ROAD, RAIL AND SHIPMENT ON ROAD, 17.2.1960.

(Figures in Tons)

| | | By Rail | | By Road | | Total | | Percentage share of road | | By Rail | | By Road | | Total | | Percentage share of road | | By Rail | | By Road | | Total | | Percentage share of road | | |
|--------------------------------|---------------|-----------------|-----------------|--------------|--------------|--------------|--------------|--------------------------|--------------|-------------|---------------|---------------|-------------|-------------|-------------|--------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------------------|-------------|-------------|
| Commodities | | 2. | | 2. | | 2. | | 2. | | 2. | | 2. | | 2. | | 2. | | 2. | | 2. | | 2. | | 2. | | |
| Products of Agriculture | 60.98 | 39.84 | 100.82 | 60.5 | 39.5 | 121.80 | 121.80 | 121.80 | 100.0 | 95.60 | 95.60 | 121.80 | 121.80 | 121.80 | 121.80 | 121.80 | 121.80 | 121.80 | 121.80 | 121.80 | 121.80 | 121.80 | 121.80 | 121.80 | 121.80 | |
| Provisions and Animal Products | 2.50 | 72.67 | 75.17 | 53.3 | 96.77 | — | — | — | 100.0 | 94.63 | 94.63 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Financed Goods | — | — | 115.82 | — | — | 7.9 | 92.1 | — | 100.0 | 1.07 | 1.07 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Products of Mines | 5.88 | 4.70 | 125.70 | 4.70 | — | — | — | — | 100.0 | 3.63 | 91.00 | 1.73 | 1.73 | 1.73 | 1.73 | 1.73 | 1.73 | 1.73 | 1.73 | 1.73 | 1.73 | 1.73 | 1.73 | 1.73 | 1.73 | |
| Metals, Ores, & Coal | 16.66 | 14.983 | 166.69 | 166.69 | 166.69 | 10.1 | 89.9 | 89.9 | 100.0 | 1.53 | 254.02 | 265.55 | 265.55 | 265.55 | 265.55 | 265.55 | 265.55 | 265.55 | 265.55 | 265.55 | 265.55 | 265.55 | 265.55 | 265.55 | 265.55 | |
| Paper | 10.10 | 4.299 | 53.09 | 53.09 | 53.09 | 1.90 | 81.0 | 81.0 | 100.0 | 0.07 | 15.91 | 15.98 | 15.98 | 15.98 | 15.98 | 15.98 | 15.98 | 15.98 | 15.98 | 15.98 | 15.98 | 15.98 | 15.98 | 15.98 | 15.98 | |
| Textiles | 1.62 | — | 1.62 | 1.62 | 1.62 | 1.62 | 1.62 | 1.62 | 100.0 | — | 1.69 | 1.69 | 1.69 | 1.69 | 1.69 | 1.69 | 1.69 | 1.69 | 1.69 | 1.69 | 1.69 | 1.69 | 1.69 | 1.69 | 1.69 | |
| Chemicals | 5.14 | 106.84 | 111.98 | 4.6 | 95.4 | — | — | — | 100.0 | 9.77 | 232.48 | 243.25 | 243.25 | 243.25 | 243.25 | 243.25 | 243.25 | 243.25 | 243.25 | 243.25 | 243.25 | 243.25 | 243.25 | 243.25 | 243.25 | |
| Subsidiary Commodities | — | Nil | 34.57 | 34.57 | 34.57 | 100.0 | — | — | 100.0 | 4.63 | 4.63 | 4.63 | 4.63 | 4.63 | 4.63 | 4.63 | 4.63 | 4.63 | 4.63 | 4.63 | 4.63 | 4.63 | 4.63 | 4.63 | 4.63 | |
| All others | 69.80 | 838.72 | 908.52 | 7.7 | 92.3 | 3.42 | 746.91 | 746.91 | 746.91 | 746.91 | 750.33 | 750.33 | 750.33 | 750.33 | 750.33 | 750.33 | 750.33 | 750.33 | 750.33 | 750.33 | 750.33 | 750.33 | 750.33 | 750.33 | 750.33 | |
| TOTAL:- | 194.59 | 1.221.58 | 1.416.17 | 13.77 | 13.77 | 86.33 | 86.33 | 86.33 | 100.0 | 33.8 | 299.16 | 335.12 | 10.7 | 10.7 | 10.7 | 10.7 | 10.7 | 10.7 | 10.7 | 10.7 | 10.7 | 10.7 | 10.7 | 10.7 | 10.7 | 10.7 |

Bombay to Sholapur

| | | By Rail | | By Road | | Total | | Percentage share of road | | By Rail | | By Road | | Total | | Percentage share of road | | By Rail | | By Road | | Total | | Percentage share of road | | |
|-----------------------------|---------------|-----------------|-----------------|-------------|-------------|---------------|---------------|--------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------------------|---------------|---|
| Commodities | | 2. | | 2. | | 2. | | 2. | | 2. | | 2. | | 2. | | 2. | | 2. | | 2. | | 2. | | 2. | | |
| Products of Agriculture | 295.70 | 151.18 | 446.88 | 66.2 | 33.8 | Nil | Nil | 100.0 | 100.0 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Provision | — | 4.9.02 | 49.02 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Animals and Animal Products | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Finished Goods | 6.91 | 29.23 | 36.14 | 19.1 | 80.9 | Nil | 0.96 | Nil | 0.96 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Products of Mines | 86.54 | 348.52 | 437.06 | 20.3 | 79.7 | 2.09 | 2.65 | 2.09 | 2.09 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mineral Oils | 88.54 | 347.05 | 435.59 | 20.3 | 79.7 | 2.09 | 2.65 | 2.09 | 2.09 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Building Materials | Nil | 1.47 | 1.47 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Manufactures | 22.97 | 274.80 | 297.77 | 7.7 | 92.3 | 4.22 | 144.38 | 4.22 | 4.22 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Paper | 0.81 | Nil | 0.81 | 100.0 | 100.0 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Coir | 0.04 | Nil | 0.04 | 100.0 | 100.0 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Cigarettes | 0.04 | Nil | 0.04 | 100.0 | 100.0 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Textiles | 0.07 | 123.63 | 123.70 | 0.1 | 99.9 | 4.22 | 120.76 | 120.76 | 120.76 | 120.76 | 124.98 | 124.98 | 124.98 | 124.98 | 124.98 | 124.98 | 124.98 | 124.98 | 124.98 | 124.98 | 124.98 | 124.98 | 124.98 | 124.98 | 124.98 | |
| Manures | 22.01 | Nil | 22.01 | 100.0 | 100.0 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Iron and Steel | Nil | 146.76 | 146.76 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Sugar and Gur | Nil | 4.41 | 4.41 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| All others | 3.89 | 371.82 | 375.71 | 1.0 | 99.0 | 2.98 | 192.50 | 192.50 | 192.50 | 192.50 | 194.48 | 194.48 | 194.48 | 194.48 | 194.48 | 194.48 | 194.48 | 194.48 | 194.48 | 194.48 | 194.48 | 194.48 | 194.48 | 194.48 | 194.48 | |
| Total:- | 418.01 | 1.224.57 | 1.642.58 | 25.5 | 74.5 | 773.54 | 915.05 | 141.51 | 141.51 | 141.51 | 141.51 | 141.51 | 141.51 | 141.51 | 141.51 | 141.51 | 141.51 | 141.51 | 141.51 | 141.51 | 141.51 | 141.51 | 141.51 | 141.51 | 141.51 | |

Note:- Figures of movement by road have been taken from the Goods Traffic Survey on the route held from 11.2.60 to 18.2.60.

Note:- Figures of movement by road have been taken from the Goods Traffic Survey on the route held from 11.2.60 to 18.2.60.

ANNEXURE XXI (Cont)

(Figures in Tons)

-57-

| 1. | Bombay to Kolhapur | | | | Kolhapur to Bombay | | | | 11 |
|-------------------------|--------------------|----------|----------|------|--------------------|------|--------|--------|----------|
| | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | |
| Products of Agriculture | 235.17 | 31.08 | 314.25 | 74.2 | 258 | Nil | 101.26 | 101.26 | - 100.0 |
| Provisions | Nil | 71.69 | 71.69 | - | 1000 | Nil | 68.35 | 68.35 | - 100.0 |
| Finished Goods | 2.64 | 57.07 | 59.71 | 4.4 | 956 | Nil | 33.37 | 33.37 | - 100.0 |
| Products of Mines | 54.08 | 131.14 | 235.22 | 23.0 | 770 | Nil | 0.45 | 0.45 | - 100.0 |
| Mineral Oils | 54.08 | 166.64 | 220.72 | 24.5 | 755 | - | 0.45 | 0.45 | - 100.0 |
| Building Materials | Nil | 14.50 | - | 1000 | - | - | - | - | - |
| Products of Forests | Nil | 0.29 | 0.29 | - | 1000 | Nil | 5.14 | 5.14 | - 100.0 |
| Manufactures | 398.72 | 218.56 | 1,117.28 | 80.4 | 196 | 0.40 | 242.83 | 243.23 | 0.2 99.8 |
| Iron & Steel | 20.94 | 141.82 | 162.76 | 12.9 | 87.1 | Nil | 4.77 | 4.77 | - 100.0 |
| Leathers | 677.78 | 677.78 | 100.0 | - | - | - | - | - | - |
| Tea, Coffee etc. | - | - | - | - | - | 0.40 | Nil | 0.40 | 100.0 - |
| Textiles | Nil | 76.74 | 76.74 | - | 1000 | - | 18.98 | 18.98 | - 100.0 |
| Sugar and Gur | - | - | - | - | - | Nil | 219.08 | 219.08 | - 100.0 |
| All others | 3.45 | 442.68 | 446.13 | 0.8 | 196.2 | 0.22 | 246.09 | 246.31 | 0.1 99.9 |
| Total:- | 1192.06 | 1,052.51 | 2,244.57 | 53.1 | 9 | 0.62 | 697.49 | 698.11 | 0.1 99.9 |

Note:- Figures of movement by road have been taken from the Goods Traffic Survey on the route held from 11.2.60 to 18.2.60.

Movement of commercial vehicles by road between 1960 to 1961
of 15.10.1960

| Commodity | Quantity | Rate | By road | Total to be reckoned | | Rate | By road | Total to be reckoned | Rate |
|--------------------------------|-----------|-----------|----------|----------------------|---------|----------|----------|----------------------|-------|
| | | | | By road | By road | | | | |
| 1. Motor vehicles | 1,74,974 | 41.00 | 1,720,74 | 97.7 | 2.3 | 1,07,75 | 143.88 | 251,73 | 42.8 |
| 2. Motor vehicles | 49,84 | 49.84 | — | 100.0 | 100.0 | 52.00 | 66.81 | 22,2 | 100.0 |
| 3. Animals and Animal products | 6,50 | N.R. | 6,50 | — | — | N.R. | 2.30 | 100.0 | 100.0 |
| 4. Manufactured Goods | 16,53 | N.R. | 16,53 | 100.0 | 100.0 | N.R. | 2.50 | 2.50 | 100.0 |
| 5. Products of Mineral | 6,50 | N.R. | 6,50 | — | — | N.R. | 1,625.02 | 97.6 | 100.0 |
| 6. Products of Plants | 2,153.03 | N.R. | 2,153.03 | 247.55 | 100.0 | N.R. | 1,625.02 | 97.6 | 100.0 |
| 7. Coal and Coke | 2,61,55 | N.R. | 2,61,55 | 247.55 | 100.0 | N.R. | 22.50 | 56.52 | 100.0 |
| Mineral Oil | 1,52,30 | N.R. | 1,52,30 | 2,113.67 | 90.87 | N.R. | 1,566.52 | 100.0 | 100.0 |
| Mineral Oil | 1,74 | N.R. | 1,74 | 513.39 | 54.7 | N.R. | 56.98 | 191.43 | 100.0 |
| Mineral Oil | 280,74 | N.R. | 280,74 | 32.50 | 77.22 | N.R. | 32.77 | 65.00 | 100.0 |
| Mineral Oil | 280,74 | N.R. | 280,74 | 0.44 | 100.0 | N.R. | — | — | 100.0 |
| Minerals of all kinds | — | N.R. | — | — | — | N.R. | 23.00 | 100.0 | 100.0 |
| One and Various kinds of oil | — | N.R. | — | — | — | N.R. | 1.21 | 1.21 | 100.0 |
| Salts | — | N.R. | — | — | — | N.R. | — | — | 100.0 |
| Spices and Condiments | — | N.R. | — | — | — | N.R. | 87.99 | 87.99 | 100.0 |
| Tea and Spices | — | N.R. | — | — | — | N.R. | 5.00 | 5.00 | 100.0 |
| 7. All others | 49,54 | N.R. | 49,54 | 45.25 | 100.0 | N.R. | 35.49 | 35.49 | 100.0 |
| 7. All others | 49,54 | N.R. | 49,54 | 81,22 | 861.86 | N.R. | 54.74 | 54.74 | 100.0 |
| Total:— | 2,250,446 | 1,2354.02 | 613,42 | 15.9 | 24.1 | 1,801,03 | 116,61 | 2950,64 | 161.0 |
| | | | | | | | | | 29.0 |

| Commodity | Quantity | Rate | Total to be reckoned | | Rate |
|----------------------------|----------|--------|----------------------|---------|-------|
| | | | By road | By road | |
| 1. Products of Agriculture | 107,25 | 107.25 | — | — | 100.0 |
| 2. Provisions | 51,25 | 51.25 | — | — | 100.0 |
| 3. Products of Plants | 67,55 | 67,55 | — | — | 100.0 |
| 4. Finished Products | 3,58 | 3,58 | 100.0 | 100.0 | 100.0 |
| 5. Products of Animals | N.R. | 13.00 | 13.00 | 100.0 | 100.0 |
| 6. Products of Mineral | 2,48 | 50.21 | 72.69 | 30.9 | 100.0 |
| Coke & Coal | N.R. | 6.50 | 6.50 | — | 100.0 |
| Building Materials | N.R. | 20.75 | 20.75 | — | 100.0 |
| Chemical Oils | 21,48 | 22.96 | 45.44 | 30.5 | 100.0 |
| 7. Manufactures | 63,58 | 125.79 | 169.12 | 63.5 | 100.0 |
| Iron & Steel | 61,79 | 58.75 | 120.54 | 51.3 | 100.0 |
| 7. Tobacco Manufacture | N.R. | 31.25 | 41.25 | — | 100.0 |
| 7. Textiles | N.R. | 4.04 | 4.04 | — | 100.0 |
| Sugar & Sugarcane | 1,14 | 31.75 | 32.89 | 3.5 | 100.0 |
| Paper & Paper Board | — | — | — | — | 100.0 |
| 3. All others | 5,70 | 177,72 | 183,42 | 33.1 | 96.9 |
| Total:— | 24,89 | 522,97 | 607,36 | 13.8 | 86.2 |
| | | | | | 82. |

Survey on movement of road haulage been taken in 1960 to 1961
Survey on movement of road haulage been taken in 1960 to 1961
Survey on movement of road haulage been taken in 1960 to 1961
Survey on movement of road haulage been taken in 1960 to 1961